McGrath HOT, HOT, HOT in Atlanta SX

CYCLE NEWS®

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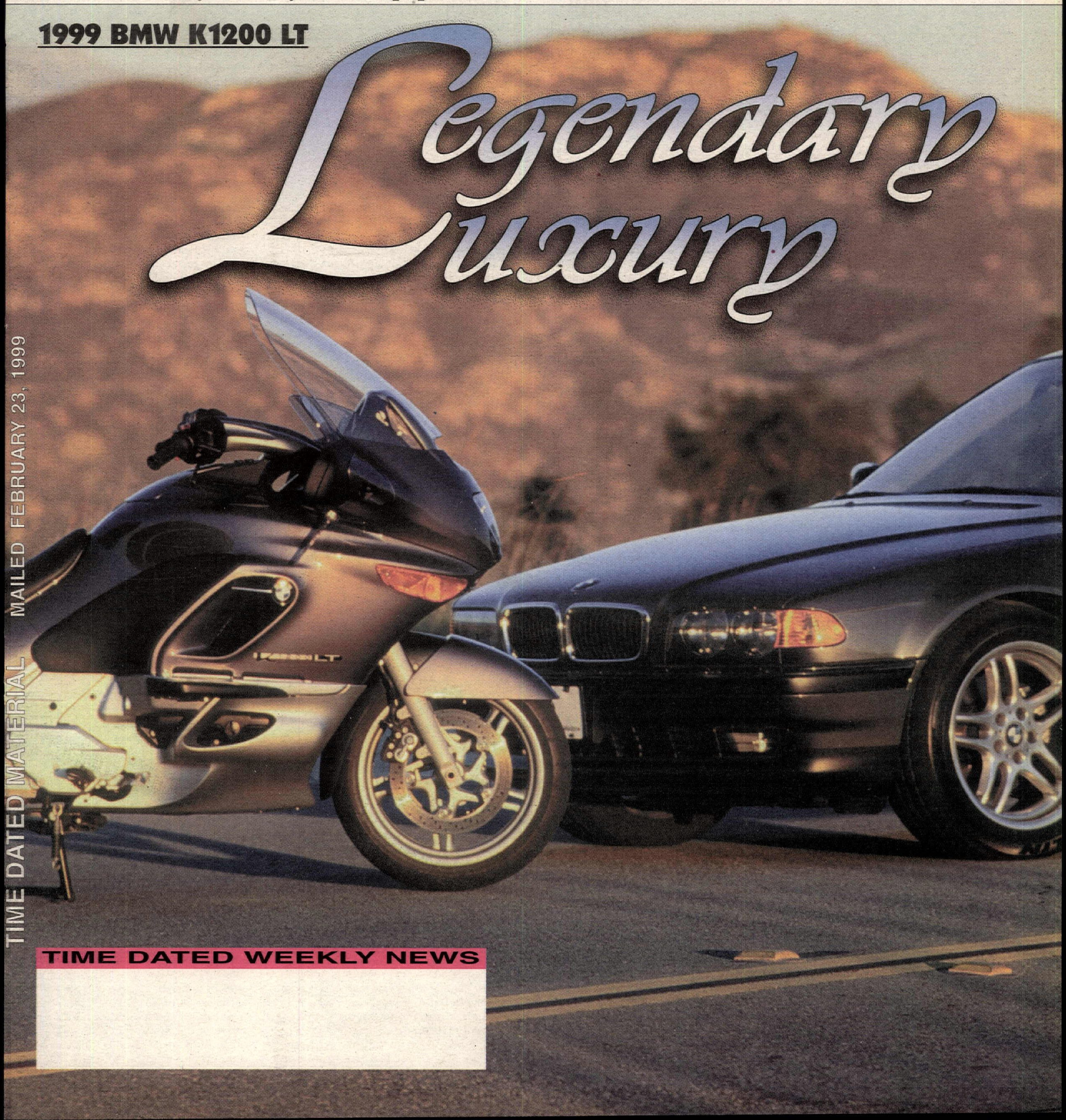
1999 BMW K1200 LT

Legendary Luxury



TIME DATED MATERIAL MAILED FEBRUARY 23, 1999

TIME DATED WEEKLY NEWS

Buddy Antunez (Suz) and **Jeff Willoh** split wins in rounds 25 and 26 of the AMA/PJ1 National Arenacross Series in Denver, Colorado, February 19-20. Antunez topped **Jeromy Buehl** (Hon) and Willoh in the 125cc main event on Friday night, with Willoh beating Antunez and **Denny Stephenson** (Hon) to win the 250cc final. On Saturday night, Antunez again beat Buehl and Willoh in the 125cc final, while Willoh topped Buehl and Antunez in the 250cc main event.

Doug Blackwell (Yam) won round two of the AMA National Hare Scrambles Series at Wilseyville, California, on February 21. **Matt Stavish** (Hon) finished second, with **Jim Jarrett** (Kaw), **Erik Kohler** (Yam) and **Patrick Garrahan** (KTM) rounding out the top five. Blackwell, the defending champ, now holds the series points lead over Brian Garrahan, who finished seventh at Wilseyville, 55-35. Kelby Pepper is currently third with 33 points.

Frenchman **David Vuillemin** (Yam) won the 22nd annual International Motocross of Beaucaire, in Beaucaire, France, on February 21. He won the prestigious European Grand Prix warmup event with a 2-1-2 score. Placing second to Vuillemin was **Pit Beirer** (Kaw), who carded 1-2-3 moto results. **Yves Demaria** (Hus) took third overall via 6-8-1 moto finishes. **Brian Jorgensen** (Suz) and **Andrea Bartolini** rounded out the top five.

Former World MX Champion **Stefan Everts** crashed and suffered a serious knee injury at the International Motocross of Beaucaire. At press time, sources in Europe say that the Belgian either tore a ligament or broke bones in the knee. Harry Everts, Stefan's father, says that Stefan might be out of action for upward of three months.

The team of **Nick** and **Russell Pearson** (KTM) emerged as the winners of the Silver State Best in the Desert Laughlin U.S. Hare Scrambles team race in Laughlin, Nevada, on February 20. The Pearson brothers finished ahead of the KX500s of **Shane Esposito/Dave Ondas** (Kaw) and **Destry Abbott/Bryan Brown** (Kaw). Fourth overall and first in the Vet Pro class went to **Larry Roeseler/Mike Healey** (Kaw), followed by the first 250cc team of **Oakely Lehman/Steve Hengeveld** (Kaw).

The **Fox U.S. Open** supercross is scheduled to be held October 9-10 at the MGM Grand Garden Arena in Las Vegas, Nevada, and again claims to be the "world's richest indoor motocross event." The race boasts a $250,000 purse, with the overall winner of the two-day event to take home $100,000. "The track design for this year's event will have an entirely new layout," said Mike DiStefano, co-promoter of the U.S. Open. "It will be wider and longer, allowing for more passing and extended motos." Tickets for the event go on sale on February 24 and can be purchased from the MGM Grand box office, Ticketmaster, Chaparral Motorsports or Fox Racing. For more information, call 702/566-1453.

There will be no **wet-weather DOT tire restriction** for the two production classes in this year's Toyota Canada Superbike Championship Series, series officials announced on February 17. Racers competing in the Open Sportbike or 600cc Sportbike classes will not be required to run with a DOT-marked dry tire in a race affected by rain. When director of competition Benoit Filon declares a race "wet," riders have the option of using a DOT tire with a wet-weather tread pattern, or a full race wet-weather tire. This rule runs counter to that in place in AMA racing, which requires its 600 and 750cc Supersport riders to use a single, DOT dry tread pattern - regardless of weather conditions. "We have considered going to the AMA template," said series organizer Colin Fraser. "If the competitors have to carry less tires and stock less inventory, it's obviously, in a general sense, much better for them. But after we had a lot of rain last season, the consensus now of the competitors is, they'd actually prefer to be able to run full wets in the rain. In my opinion, there's no question that you're going to have fewer crashes if you have full wets. When you get standing water like we can get in Canada, combined with the nature of our tracks, those DOT dry tires are really not at their best. The difference between those and a proper wet tire is night and day when you have standing water." The series opens on June 13 at Race City Speedway in Calgary, Alberta.

Ryan Hughes, who arrived in Italy on Saturday, February 20, for his assault on the 1999 FIM 250cc World Championship Series on a factory-backed Honda for the Pamo-Honda race team, is busy setting up his new home and making preparations for a test session on Monday, February 22. "We just arrived here, and I'm just trying to get my home set up," Hughes told *Cycle News* contributor Eric Johnson from Italy on Sunday, February 21. "I was just out running and I feel good. The first GP is exactly one month away and we're going to begin final testing in the next few weeks. I'm real excited about all this."

According to a press release from **AHRMA**, just before the closing date for the March 1-2 Classics Days at Daytona International Speedway, a record number of overseas riders had already signed on to race in AHRMA's vintage and modern classes. The total entries for the two days of racing are over 600, according to AHRMA.

Heritage Racing, a working museum being developed with the Honda Rider's Club of America, will be participating in a number of activities at Daytona International Speedway, March 1-7. A number of their machines will circulate at the AHRMA Classics Days at the Speedway, as well as being involved in the official Honda display outside the Speedway and also with Erion Racing. Heritage is hoping to have such legends as Dick Mann, Freddie Spencer, Bubba Shobert and Don Emde available for autograph sessions at its display. More information is available at the Heritage Racing site on the World Wide Web at http://www.heritageracing.com.

Aprilia and **Zero Gravity Racing** have organized a spec-racing series for 1999 and beyond featuring the Aprilia RS250 V-twin two-stroke street bike. There are four dates currently scheduled - the Road Atlanta AMA National, June 4-6; Laguna Seca World Superbike, July 9-11; Pocono Formula USA, August 27-29; and a Texas World Speedway CMRA event, September 17-19 - as an exhibition series during 1999, with plans to offer a more complete championship schedule the following season, to run in conjunction with an undetermined National-level series. A $5000 purse, paying back to 10th with $1500 for the winner, will be up for grabs at each of the four races this season, and contingency programs are currently under negotiation. The race-kitted RS250s cost $8399. For more information, contact Zero Gravity Racing at 800/345-9791.

Spanish nearly-man **Alex Criville** is to follow Mick Doohan's lead and switch from the friendly Big Bang motor to the 180-degree "Screamer," in spite of a near-100-percent crash record when he has ridden the bike before. This culminated in two tumbles at the season-closing Argentine GP last year, losing him second place overall after he unexpectedly switched to the Screamer for the last race. At Phillip Island, riders were ask to nominate which engine configuration they would prefer for the season - Big Bang, Screamer, or a new halfway-house configuration somewhere between the two. Like Doohan, Criville chose the Screamer from the start, and stuck with it throughout. "I think it is necessary to use this engine," Criville said. "The hardest thing is to get used to the different feel of the engine braking." This doesn't seem entirely plausible, since it is the sharper power and throttle response that Doohan cites as the significant differences. Honda did not attend the Malaysian tests and did not enter for the next round, at Jerez in the third week of February, preferring to stick to its own schedule, with more Australian tests scheduled.

MuZ's preseason test schedule has been thrown into chaos after a workshop fire at the engineering premises of former rider Eskil Suter. As well as exhausts, Suter makes a number of engine and other parts for Swiss-Auto, suppliers of the motor for the German-backed famous name. While damage was not serious, it came at a crucial time in the run-up to the Jerez tests. With both Luca Cadalora and Jurgen van den Goorbergh hoping to try the new English-made chassis at Jerez, the team hoped to have at least one bike ready in time. "Though we will still be machining parts in the truck on the way down there," joked the new team boss, multi-time World Sidecar Champion Rolf Biland.

For the first time in company history, **Frank Thomas Ltd.**, an English motorcycle-clothing manufacturer, will sponsor riders in the AMA National Championship Road Race Series. Frank Thomas Ltd. will supply product and support to Yoshimura Suzuki's **Steve Rapp** and the 1-800-CYCLE-GEAR tandem of **Jake Zemke** and **Roger Lee Hayden**. For more information, call 800/CYCLE-GEAR.

Winston Pro Stock Bike drag racer **Steve Johnson** has signed a deal with Pro Stock car team owner Shawn Collins to field a Collins Racing Suzuki for the 1999 NHRA Winston Drag Racing Series. Collins and Johnson have agreed to a marketing and promotional arrangement that will see the two racers and 1998 Winston Finals Pro Stock car winner Richie Stevens, already a part of the Collins racing stable, working together in 1999. "I'm really excited about this," Johnson said. "Our program is going to really change this year, thanks not only to Shawn but to Todd Doege, who is in partnership with our engine supplier, Ward Performance." The NHRA Pro Stock Bike season begins with the NHRA Mac Tools Gatornationals in Gainesville, Florida, March 19-21.

Believe it or not, the winner of a Harley-Davidson XLH Sportster 883 Hugger in the **Beer Nuts Brand Snacks** sweepstakes is named **Kenneth McNutt**. The grand prize was part of a sweepstakes that was conducted nationwide, an extension of the company's sponsorship of the AMA Grand National Dirt Track Series.

Miami police officer and road racer **Rick Shaw** is getting somewhat close to reaching the late Warren Sherwood's record for mileage and number of starts in the Daytona 200. Sherwood, who died in 1990 at the age of 66, raced every year at Daytona from 1950 to 1971 - a record 22 consecutive times. Sherwood also tallied 3168 miles in the 200 during his years of racing at Daytona. Shaw, 51, is currently ranked third on the all-time Daytona 200 mileage leaders list with 2575 miles (593 miles behind Sherwood). He is almost certain to move past the late Earl Widman's second-place mark of 2630 in this year's race. Other active racers on the list of all-time mileage leaders includes former winner John Ashmead, who is fifth on the list; Kurt Liebmann, who is seventh; Eric Moe, who is ninth; and five-time winner Scott Russell, who has tallied 2182 miles in just 11 races, putting him 10th on the all-time list. "I'm past the point of going out and expecting to win the race," Shaw admits. "The only mark I'm going to have a chance to leave is the most starts and miles. If I can make that race five more times, that would be a major accomplishment, especially since it takes so much effort and time."

Just what does defending AMA Supercross National Champion **Jeremy McGrath** think of the **Daytona Supercross by Honda**? "It's probably the most prestigious race there is for us because of all the media coverage and it happens during Bike Week," McGrath said. "Daytona has the same supercross obstacles we see, but it is a longer layout. Supercross layouts are usually in a smaller area, and that's more suitable to my style. Another reason Daytona is more demanding is, they use more sand than we're used to." McGrath won the Daytona Supercross last year.

Canadian road racer **Owen Weichel** will ride a Honda Canada-backed CBR600 F-4 in both the Canadian and AMA Nationals in 1999. Weichel, who finished second in the Canadian 600cc Sportbike Championship in 1998 with two victories and four podium finishes on a Suzuki, will bring his Hyd-Mech Saws sponsorship with him to Honda. Weichel will begin his season at Daytona International Speedway in early March.

According to *Cycle News* contributor Paolo Gozzi, not many are in favor of the World Superbike's new **start-line procedure**. "World Superbike is a top World Championship and we cannot accept that a real big thing like this can be introduced without a test in a secondary championship or series, like European Superstock," said Francesco Batta, team manager of Alstare Suzuki. "We will ask SBK International and the president, Maurizio Flammini, to return to the past, using the old grid system. Riders don't like this solution. The riders that will start in the sixth or seventh row will be as far as 64 or 73 meters (211 and 240 feet) behind pole position, and they will arrive in the first corner with a dangerously high speed. I think this can be a dangerous situation. We will ask the championship organizers to talk with

riders and teams before confirming the new start rules."

Australian road racer **Damon Buckmaster** is recuperating at his new home in Chino Hills, California, following his back injury from a motocross accident on February 7 in which he broke one vertebra and compressed two others. Buckmaster, who is in a halo to support his broken neck, suffered no damage to his spinal cord and is hoping to be back in action later this year. "I can walk around and stuff," Buckmaster said on Thursday, December 18. "I'm really mobile - a lot more than I expected to be. I feel really good about everything, considering what could have happened. The guys at Chaparral and Suzuki have been really supportive. I don't intend on going home (to Australia). I can heal as quick here as I could at home. It's just one of those things - at least I wasn't mucking about on a skateboard or something. I use the motocross bikes as a way to train for my road racing, and that's what I was doing. I can't be bummed too much. I'll be right. I just need a month or two to take it easy and heal." Buckmaster was riding with Yoshimura Suzuki's Mat Mladin when he crashed in some whoops. "It was a really rough track," Buckmaster said. "I hit a big bump and the seat hit me and kicked me up and over the bars." Buckmaster's fiancée and her brother are staying with him during his rehab.

The third annual **Coupe Classic** motocross will be held on March 7 at the E Street Bridge sand track in Marysville, California. This year's race will feature a guaranteed $5000 Pro purse. For more information, call 530/673-5956.

Harry Schrock, 88, died on February 6 after suffering a stroke. Schrock owned Aircone High-Performance Exhaust Systems in Henderson, Nevada.

Motocrosser **Kaylom Young** of Lubbock, Texas, suffered a broken neck in a motorcycle accident on December 6, 1998, that has left him paralyzed from the neck down. A fund has been established to help raise money for Young, who broke the C5 vertebra in his neck, and a special-edition Kaylom Young Number 19 T-shirt is being sold through West Texas motorcycle shops and businesses for $25. A Kaylom Young benefit will be hosted by former AMA Grand National Champion (and Lubbock native) Bubba Shobert at the South Plains Fairgrounds in Lubbock on April 10. For more information on the fund-raiser, call Dee Dee Halpain at 806/797-6472. To contribute to the fund, send contributions to Kaylom Young Trust Fund, c/o Honda of Lubbock, 6207 19th St., Lubbock, TX 79407.

According to a press release issued by Team Obsolete, the Dutch TT in Assen, Holland, site of the Dutch round of the World Championship Road Race Series, has invited Team Obsolete Promotions to produce a round of the **Trans Atlantic Match Races** for historic bikes. The race will be held over two days, the Thursday (June 24) prior to the Dutch Grand Prix and the Saturday (June 26) immediately following the Dutch GP.

According to **Team Obsolete** owner Rob Iannucci, Daytona International Speedway's Jim France and the AMA's Bill Amick helped arrange a solution to the mess involving Team Obsolete-backed riders and **AHRMA**. AHRMA had originally turned down any entries to the Daytona event by riders who were entered with Team Obsolete sponsorship, due to several lawsuits involving Iannucci and AHRMA. All eight entries have now been accepted.

AHRMA also issued a press release regarding the situation. "At the request of the American Motorcyclist Association, the American Historic Racing Motorcycle Association will permit Team Obsolete-sponsored riders to compete during AHRMA's March 1-2 Classic Days at Daytona International Speedway," the release states. "After that, however, the vintage-racing organization intends to enforce its recent board of trustees' decision not to accept race entries from Team Obsolete." AHRMA is engaged in ongoing legal action with Team Obsolete and its owner, Rob Iannucci, over the use of a trademark owned by AHRMA, the release goes on to say. "In addition to formally deciding to no longer do business with Team Obsolete, AHRMA trustees rejected Iannucci's application for renewal and revoked his membership."

Former MV Agusta team rider **Franco Bonera** will ride an MV Agusta along with Team Obsolete's Dave Roper at Daytona International Speedway in Daytona Beach, Florida, March 1-2, according to Team Obsolete.

Italian road racer **Doriano Romboni** was forced to cancel his scheduled test session at the Misano circuit in Italy, February 20-21, because his Ducati Superbikes weren't ready, according to *Cycle News* contributor Paolo Gozzi. "The bikes are still under construction in the Ducati's Reparto Corse," Romboni said. "I searched for a spare bike just for training because I had never tested a four-stroke machine before, but I was unable to find one. No problem. I will begin testing on March 9-11 at Misano, together with (Carl) Fogarty, (Troy) Corser and many other factory teams. I will have just three days of testing before my first race in World Superbike at Kyalami. I know that all the riders coming from GP, like (Pier-Francesco) Chili and (John) Kocinski, were really fast immediately when they arrived on superbikes, because I think that to ride it can be easier than a 250 or a 500 GP machine. We will see. I will begin an exciting adventure and I think I can stay with the top riders."

A large contingent of British riders racing under the **Forgotten Racing Club** banner are coming to Daytona to compete in various AHRMA races, March 1-2, at the Speedway. A total of 15 riders will comprise the team, with five of those - Ron Fyson, John Mossey, John Weedon, Geoff McMullan and Mike Silvester - scheduled to compete in the International Lightweight 100k on Sunday, March 7. The five will be aboard 1990 Yamaha TZ250s.

"Ed Youngblood guided this Association for the past 18 years," AMA board of trustees chairman **Carl Reynolds** stated in an AMA press release on February 19. "Now we're faced with the task of finding a visionary leader to take the Association into the next millennium. Locating the right person for the job could take some time, but I'm confident the Association is in capable hands during the transition to new leadership." Overseeing the day-to-day operations of the AMA will be a six-member transition team, made up of the AMA's current vice presidents and chaired by executive vice president Robert Rasor.

World's fastest short tracker?

A mystery rider will be out to prove that he and his somewhat goofy-looking motorcycle will be the fastest pairing ever to circulate the dirt track oval at Daytona Municipal Stadium. The mystery man and machine will put on a demonstration during AMA National Short Track racing action at the stadium on Friday and Saturday nights, March 5-6, during Bike Week. When asked how he could call himself the world's fastest short tracker, the mystery man said: "Times do not lie to any man. The face of my stopwatch smiles at me and I know fast, faster, fastest. I am the fastest."

O'Neal USA's **Keith O'Neal** suffered a broken lower leg and ankle in a motocross testing accident on February 17. O'Neal, the oldest son of company founder Jim O'Neal, underwent surgery on February 18 to have a plate placed in the leg and screws fitted to the injured ankle. Cards and letters can be sent to O'Neal at O'Neal USA, 9800 Eton Ave., Chatsworth, CA 91311.

Motocross legend **Danny "Magoo" Chandler** will bring his International Riders Helping People program to the U.C. Davis Medical Center in Sacramento, California, on Friday, February 26. Former Speedway Champion John Cook and several stars of the AMA/PJI National Arenacross Series are scheduled to join Chandler in the visit. For more information, call 530/888-1376.

Formula USA has announced two events for the 1999 season. Formula USA will race at Portland International Raceway in Portland, Oregon, July 17-18, and at Pocono International Raceway in Long Pond, Pennsylvania, August 27-28. Formula USA has consolidated its schedule in 1999 to events in the Northeast and Northwest, according to a press release.

GFI will hold the inaugural race at the new Lake Elsinore track in Lake Elsinore, California, on March 7. For more information, call 909/653-4042.

BORN: Jake Willis Parsons, to American Motorcyclist magazine senior editor Grant Parsons and his wife, Charlotte, on February 21 in Columbus, Ohio.

FORMED: Piquet/Three Brothers Racing, between Three Brothers Racing and former Formula One World Champion Nelson Piquet, which will make Piquet the exclusive distributor for Thor, Moose and Fleshgear in Brazil. For more information, call 714/642-0546.

OPENED: Tech-Care Suspension's home page on the World Wide Web. The site can be found at the following address: http://www.tech-care.com.

CORRECTION: Our news item regarding Ed Youngblood's resignation from his position of president of the AMA was inaccurate in stating that the vice presidents will choose a new president. The vice presidents are currently overseeing the daily operations of the AMA while the AMA board of trustees undertakes the search for a new president.

OPENED: MXFO's home page on the World Wide Web. The site can be found at: http://www.mxfo.com.

MARRIED: Bridgestone motorcycle-tire engineer Warren Dunham, to Robin Askins of No Fear, on February 14 in Las Vegas, Nevada.

MARRIED: ISDE veteran Fred Hoess, to Noelle Holl, on February 14 in New Jersey. Hoess is a six-time gold medalist in the ISDE.

HIRED: Jeff Lewis, by Capitol Cycle Company in Macon, Georgia. Lewis has sold his interest in HSKS of Ocala, Florida. For more information, call 912/475-5711.

AUTOGRAPH SIGNING: At Stubbs Cycles in Houston, Texas, on March 13 from 6 to 7 p.m. Members of Team Suzuki Motocross are scheduled to appear. For more information, call 713/772-7771.

PROMOTED: Steve Schiffman, to publisher of Ehlert Publishing's motorcycle titles - Cruising Rider, Rider and American Rider.

OPENED: The Ohio YSR League's home page on the World Wide Web. The site can be found at the following address: http://oylers.home.mindspring.com.

NEW: The URL address for International Speedway's home page on the World Wide Web. The site can be found at the following address: http://www.cmspeedway.com.

PROMOTED: Matt Marici, to western-region sales manager of Triumph Motorcycles of America Ltd., effective immediately.

APPOINTED: Frans deWeers, as exhibition transport manager of the recently constructed Triumph Display Truck for Triumph Motorcycles of America Ltd., effective immediately.

CORRECTION: Although Tom Kipp did win the AMA 750cc Supersport Championship in 1995 as reported in last week's issue, he did so on a Vance & Hines Yamaha and not a Yoshimura Suzuki. Kipp also won the 750cc title in 1994 (on a Yoshimura Suzuki!) and won the 600cc Supersport title in 1992 on a Honda.

CORRECTION: The February 24, #7 issue of *Cycle News* was inaccurate in its report on the Adelanto G.P. in that Montclair Yamaha's Ty Davis (Yam) did not race in the Unclassified race. In addition, Davis' teammate Donnie Book (Yam) crashed out of the 250cc race, not the Open race as reported.

MOVED: Mañana Grafix, to 4634 Leir Drive, La Canada, CA 91011, 818/957-1166, 818/957-3533 (fax), effective March 1.

OPENED: Utah Trail Machine Association's home page on the World Wide Web. The site can be found at the following address: http://www.utma.net.

MOVED: Podium One, a motorcycle parts-and-accessories shop, to Charlestown, Indiana. For more information, call 1-888-PODIUM. CN

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Voices

LETTERS TO THE EDITOR

PHOTO BY FRANK HOPPEN

Jeremy McGrath signs autographs for the young KTM riders prior to the Atlanta Supercross.

Sickened by four-strokes

As a two-stroke fanatic, I find it sickening that the FIM would decide on diesels (four-strokes) for 2001. The two-stroke Grand Prix bike is the pinnacle of racing technology and I pity those who have never had a two-stroke street or race bike "hit" on the pipe, have the front wheel claw for the sky and rocket to the next corner.

Can anyone imagine a Grand Prix grid without the crisp crackle of a real GP bike? If this does happen, why have a separate Grand Prix and World Superbike Series - or is this the real purpose of it all?

World Superbike racing is closer because these bikes are easier to ride. Real men ride two-strokes - just ask Kenny Roberts.

Tracy B. Doyle
Cincinnati, OH

Me too

I hope your "sources" are wrong about Grand Prix racing going to 1000cc four-strokes. That series will be worse than the current World Superbike Series.

J. Everett
jeverett@tracor.com

Kudos to KTM

I am writing to thank all the people associated with the KTM Supercross Challenge. My son was lucky enough to be invited to ride the Atlanta event. Both my son, Ethan Quehl, and I had a wonderful time. I would also like to thank Jeremy McGrath for spending time with the boys and signing autographs for them.

Thanks, KTM, AMA, PACE Motor Sports and Scott Goggles. Last night will be a night that Ethan will remember for a long time.

Malcolm Quehl
Grayson, GA

Class act

My daughter and I made the 500-mile drive from New Orleans to Atlanta this weekend for the supercross. We arrived just in time for the open house at Pro Line Motorsports, featuring Jeremy McGrath. Hundreds of fans were there to see Jeremy, and he treated each one as a special person, especially the kids.

Jeremy stayed well past the planned end of the open house and before leaving made a quick tour of the shop, asked several times if anyone needed any other autographs or photos, then left. Everyone was in awe. What a class act. Then he topped it off by winning the Atlanta Supercross on Saturday night. Wow!

M. Leopold
mleopold@bellsouth.net

Youngblood and the AMA

Apparently, Mr. Youngblood doesn't know that the trial is over. In his reply sent to me via e-mail, he continues to dispute the facts as presented in the trial with Roger Edmondson.

I find the AMA's conduct in this matter atrocious. The facts in this case are as obvious as Clinton's lies.

The AMA is in dire need of new leadership. They have wasted an incredible amount of money trying to defend the indefensible. To acquire a personal debt owed by Peggy Edmondson in an effort to harass and prevent the Edmondsons from settling their bankruptcy case is mind-blowing.

Once again, the comedy act of the AMA has shown it has outlived its usefulness to the American motorcyclist.

Greg Patino
Cypress, CA

As reported in last week's issue, Youngblood, the president of the AMA since 1981, resigned on February 13... Editor

The King and I

As a 65-year-old entrant in the Dual Sport Sidehack class in the Adelanto GP, I was reminded of Steve McQueen, circa 1969. In our group of entrants was the famous actor Perry King. I was particularly pleased to see that he was courteous and helpful to the other competitors and not at all the publicity hog that some actors tend to be.

Perry put on a great show with his Yamaha 650 street bike with a Ural sidehack in the Dual Sport class. Mr. King's courtesy was admirably noticed by all the spectators and myself when he voluntarily moved to the side of the track when faster riders approached. King won his class and he was most deserving of the dual-sport sidehack riders' respect and admiration.

Ernie Aragon
Arcadia, CA

The editor is an idiot

Younglood? Parody? If everybody's counting on our spelling skills to take supercross to the "next level," we're all in big trouble.

Pat Schutte
Aurora, IL

Touché! Schutte is the communications manager for PACE Motor Sports, the promoters of the AMA U.S. Supercross Series, who took some heat in a letter in last week's issue. The editor of Cycle News *is Paul Carruthers, the idiot who made a typo on the "Younglood (sic) resigns as AMA president" news item in last week's issue... Editor*

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ON THE FRONT COVER

BMWs everywhere: The new BMW K1200 LT touring motorcycle and the 740i sedan make a pretty picture in the mountains of Southern California. Photo by Kinney Jones.

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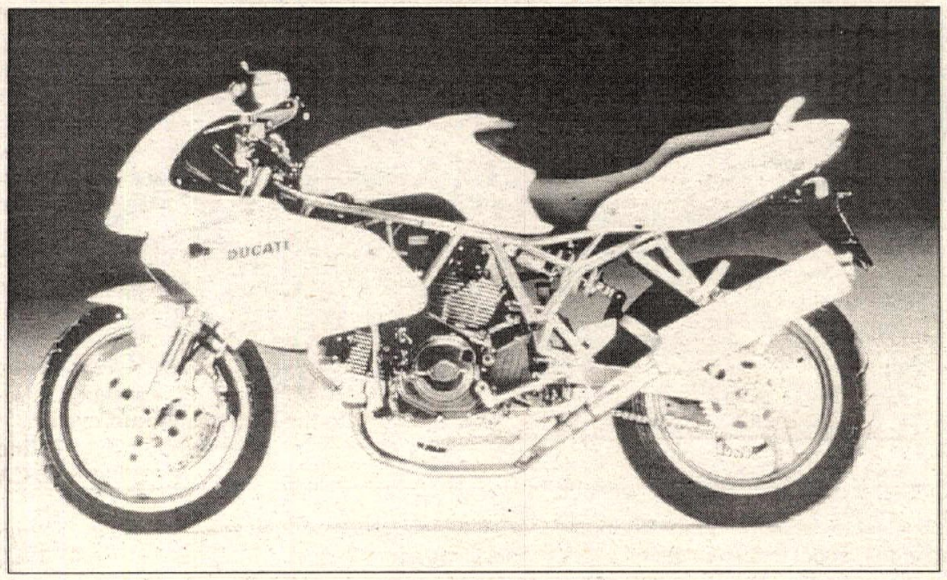


The half-faired Ducati Supersport 750.

Ducati Supersport

While I appreciate Alan Cathcart's mention of my book, "Ducati Supersport," in his "Eurofile" (Issue #2, January 20), I must comment on one particular point. He says that the half-faired Ducati 900SS was developed at the same time as the full-faired version, but this is incorrect.

When I researched the new SS in January of 1998, I spent a week with the design-and-development team that included Pierre Terblanche and Andrea Forni. At that time, the SS existed only in prototype and mockup, as full-fairing only. It was projected that a 750 and half-fairing would appear by the end of 1998, but this was by no means finalized at that stage and didn't exist in any form that Ducati were happy to have published in early 1998. This is why the half-fairing isn't mentioned in this book, which had a manuscript deadline of February 1998.

Ian Falloon
Victoria, Australia

One more on the Dork issue

I am sorry to read that L. Greer is "embarrassed to be associated" with the sport of motocross ("Voices," Issue #2, January 20). I, quite frankly, am embarrassed for the sport of motocross that we must continue to put up with the opinions of Greer and the intolerant others like him or her.

Greer wrote to express his/her lowly opinion of the natural growth of our sport through the so-called free-riding movement and the success of jump videos. The nationally televised program "Fox Files" aired what turned out to be a rather objective piece on the dangers and allure of free-riding and its relation to the sport of motocross (which, last time I checked, is an inherently dangerous activity in and of itself). Greer would slur as "idiots" and "morons" anyone who would associate with free-riding. The only moronic idiots are the bigots who would so quickly seek to assign stereotypes.

In fact, free-riding is the natural and obvious cousin to one of the fastest-growing spectator sports in America: supercross. Supercross has enjoyed its success no doubt in equal parts due to savvy promotion and the skill and allure of its athletes. Free-riding, similarly, has helped to expand the reach of motocross by taking the sport, and its related industries, to an audience perhaps not particularly interested in racing as much as in the simple, sheer thrill of flying a motorcycle. In the meantime, motocross just keeps growing.

Greer casts this as a "sorry period" for motocross. He/she is dead wrong. Motocross has never been healthier and we can thank the fantastic appeal of supercross and, yes, free-riding and the jump videos, for helping us reach out to a broader audience.

Wade Wallace
Greenwood, IN

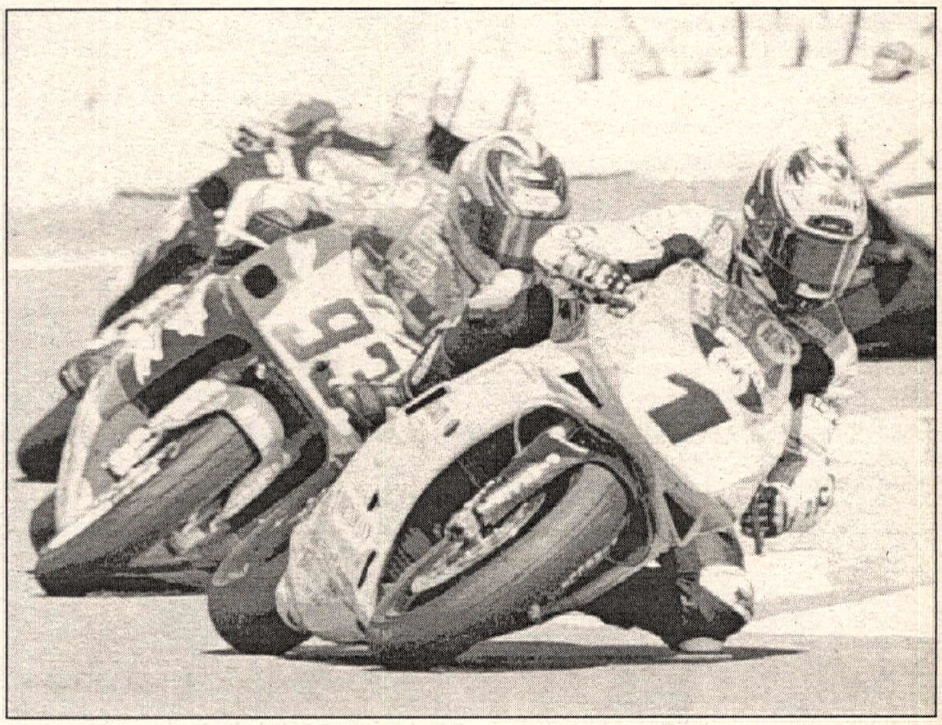


PHOTO BY HENNY RAY ABRAMS

World Supersport action from Laguna Seca's World Superbike weekend last year.

Other problems

Why don't all of you Gobert-haters put all your energy into something more productive? If we gave drug tests to any of the well-dressed brothers from the valley and all the motocross guys after a river trip, we wouldn't have any racing to watch. I don't use or promote drugs, but I do wake up in the real world where stupidity doesn't exclude the fast. We live in a world where politicians are stealing our land and regulating the power of our bikes.

We don't need to worry about one stoner who won't even be here next year, nor do we need to worry about the "Crusty" crew or the XXXers. We need to start worrying about what and where we will be riding in two or three years. I don't want to be riding some fat four-stroke in a parking lot out in Riverside.

Don Steinhoff
dsteinhoff@opencominc.com

Wanting World Supersport

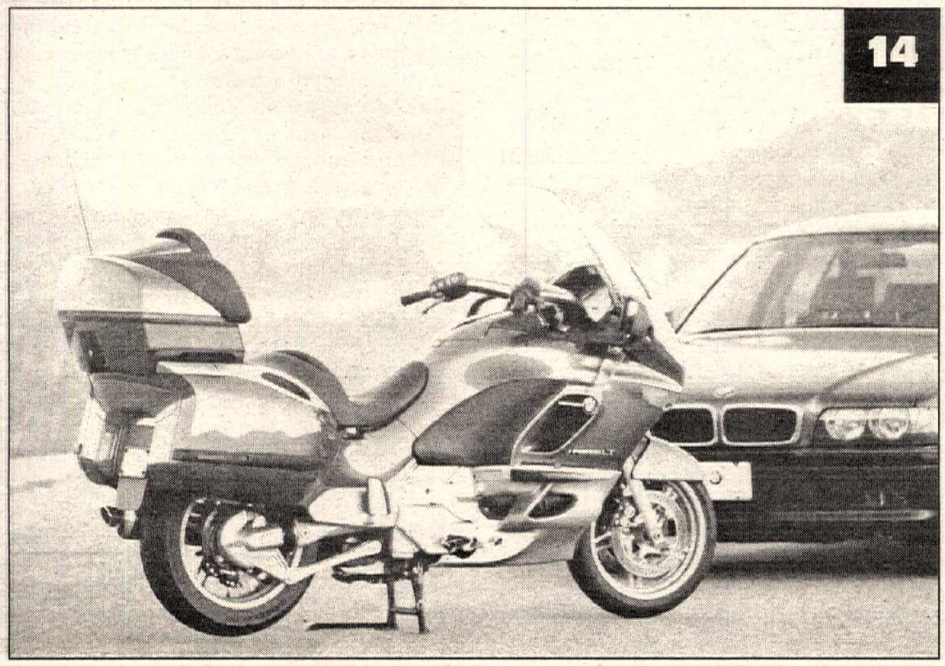
I enjoy reading *Cycle News* every week to find out information, results, etc., and I hope that you will include the results from the World Supersport Series in 1999. This way, your readers will be able to keep track of "new" and talented riders. At Laguna Seca last year, they showed us what they are made of, and it was also interesting to see the twins (Ducatis) allowed to race in the category.

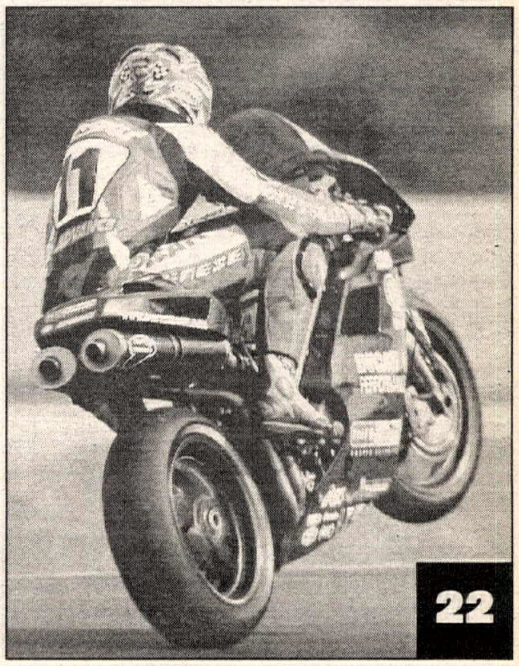
I've got one more request, and it's a big one: Before the road racing season begins, how about an entire page to tell us about each team and their riders in Grand Prix road racing, World Superbike and Supersport, and AMA Superbike and Supersport? I know it will be difficult and tedious, but it will help us look at each field with a better understanding.

R. Yves Marie
San Francisco, CA

We'll try to come up with the lists in the next few weeks... Editor

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cycle-news.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.





BY ALAN CATHCART

Husaberg breaks new ground

The upright-cylinder/steel-backbone-frame architecture of off-road-motorcycle design has remained unchanged for some decades, with only Honda's CR250 aluminum chassis charting an alternative route - in terms of materials, at least.

But now, Sweden's small but prestigious Husaberg factory - reigning World champions in both 500cc Open MX and four-stroke Enduro classes - is on course to change all that, with an all-new four-stroke motorcycle now taking shape in prototype form in the company's Rofors factory, which may establish a watershed in off-road design for others to follow.

The brainchild of Husaberg's chief engineer Thomas Gustavsson, who already had its layout sketched out on paper at the time of the firm's takeover by KTM four years ago, the new Husaberg will initially be built in both 400cc and 250cc enduro guise, in which form it would have been a strong contender for honors in the new 250cc four-stroke enduro class introduced this year.

But though the Swedish factory had planned to debut the new bike in the 1999 World Enduro series, it's understood that a brake has since been put on development, so that it won't now appear in action until the year 2000. Apparently, this is a decision handed down by Husaberg's owners, KTM, because the Austrian firm's management feared the radical new motorcycle built by its small-volume subsidiary (1998 Husaberg production did not exceed 1500 bikes, compared to KTM's own 26,000-plus) would deflect attention from its own new four-stroke range scheduled to debut this year, which while sure to be finely engineered - is much more conservative than the radical new Husaberg enduro.

While retaining the same overall single-cam, four-valve layout as the existing models, Gustavsson's new engine design sees the traditional vertical cylinder now slanted to the rear and has the cylinder head rotated so that the intake now faces forward, with space created for a sealed airbox and, at high speed, ram-air induction, by the backward-leaning cylinder.

This also has the benefit of shifting the weight distribution of the whole bike rearward, for extra grip under power and improved traction - though tests confirm the rider has to work on moving his weight forward under hard acceleration to keep the front wheel from reaching for the sky.

Though currently fitted with a carburetor, the next-generation Husaberg will be ideally configured for the adoption of fuel injection - likely to be a must-have off-road feature in the next century, for enviromental reasons.

Fitted with a gear-driven counterbalancer to lessen vibration, as well as in enduro form with an electric starter (though an MX version for Husaberg's reigning World Open MX champion, Joel Smets, is also spoken of), the prototype "tilt-cylinder" Husaberg also breaks new ground with its chassis design.

Unlike the steel-backbone frames of the Swedish firm's current models, and those of all its rivals with the exception of Honda's CR250, the new Husaberg engine package is fitted in a tubular-steel space frame with cantilever rear shock, WP forks and adjustable swingarm pivot to vary grip and handling, according to rider taste.

The new so-called "birdcage frame" is lighter than Husaberg's existing chassis, offering an improved stiffness-to-weight ratio, as well as benefiting from the engine's unique layout to compact the mass of the motorcycle, allowing greater freedom to position the engine ideally in terms of weight distribution.

The enforced delay in the debut of the new Husaberg gives the small Swedish factory's R&D team more time to refine the new design, which seems set to mark a new direction in off-road development that may well be adopted in due course by their KTM masters - or their Japanese rivals?

Swedish exotica

More than a quarter of a century ago, Swedish four-stroke marques such as Lito, Monark, Crescent, Husqvarna and Hedlund represented the epitome of sophistication and performance in off-road design. Those days look set to be repeated in the coming decade, with not only Husaberg setting the technological pace but their compatriots Highland also building a performance twin-cylinder enduro in the form of their 950cc 60-degree V-twin now in production, powered by the Swedish-built Folan engine weighing just 80 pounds, to which it has exclusive rights. The first batch of 70 production bikes are now leaving the Highland factory for dealers around the world, and the small firm is stepping up deliveries to meet what is apparently a healthy demand for the new bike.

But also bearing a heavy Swedish engineering influence is the new Cannondale 400 enduro being built by the mountain-bike giant, for which Folan did the design work as well as much of the R&D. A V-twin version of the Cannondale is already under development, which, though again Folan-inspired, will use an engine design quite different than that of the Highland's motor.

Petersen purchased

A key rationale for Britain's decision to stay out of Euroland, the new single-currency European economic zone created on January 1 by 11 of the 15 countries in the European Union, has been underlined by several recent billion-dollar takeovers by British companies of American corporations.

The fact that, in each case, the acquisition has created a major player on the world stage in the industry concerned (ranging from mobile phones to oil, insurance to publishing), emphasizes the fact that Great Britain is the largest single foreign investor in the United States, even ahead of Japan, and that its economy is essentially more trans-Atlantic in nature than European. This process, which has already seen oil giant BP recently take over Amoco, has now reached even more directly into the motorcycle world, with the acquisition announced on January 21 of America's Petersen Companies publishing group by Britain's EMAP, better known as publishers not only of a range of UK-based bike magazines such as Performance Bikes, Bike, Rider, etc., but also of Motor Cycle News (MCN), the weekly tabloid bike paper which continues to be, as it has for most of EMAP's recent history, the group's single most profitable publication.

Peterborough-based EMAP has paid $1.5 billion (as in $1500 million) in an outright cash sale to purchase Petersen, publishers of more than 60 American magazines including Motorcyclist (the country's number-two monthly bike title in terms of circulation, after Cycle World) and Sport Rider. With this purchase, EMAP plc - of which EMAP Petersen is now an indirect, wholly owned subsidiary - claims to become the largest publishing company in the world, with annual revenues of $1.7 billion, 603 magazine titles and more than 6000 employees worldwide to its name.

Future expansion plans, according to EMAP Petersen chairman James Dunning, call for the company to introduce select EMAP titles to the U.S. market, fuelled by a planned $500 million investment budget, while propelling the company to become an even more powerful 21st-century multimedia giant by aggressively focusing on acquisitions, launches and expansions of existing brands and titles both in the United States and Europe. Which means, perhaps, a weekly bike tabloid in more than one English-speaking country, and more than one language.

Interestingly, EMAP's acquisition of Motorcyclist and Sport Rider means that all major monthly motorcycle magazine titles in the USA are now foreign-owned - since the rival market leader, Cycle World, has for some years been part of the Hachette Filipacchi Media group, based in France. Hachette is owned by France's Lagardere SCA conglomerate, which among its many other subsidiaries presently owns vehicle manufacturer Matra Automobile, builders of the Renault Espace minivan.

But Lagardere, whose main interest

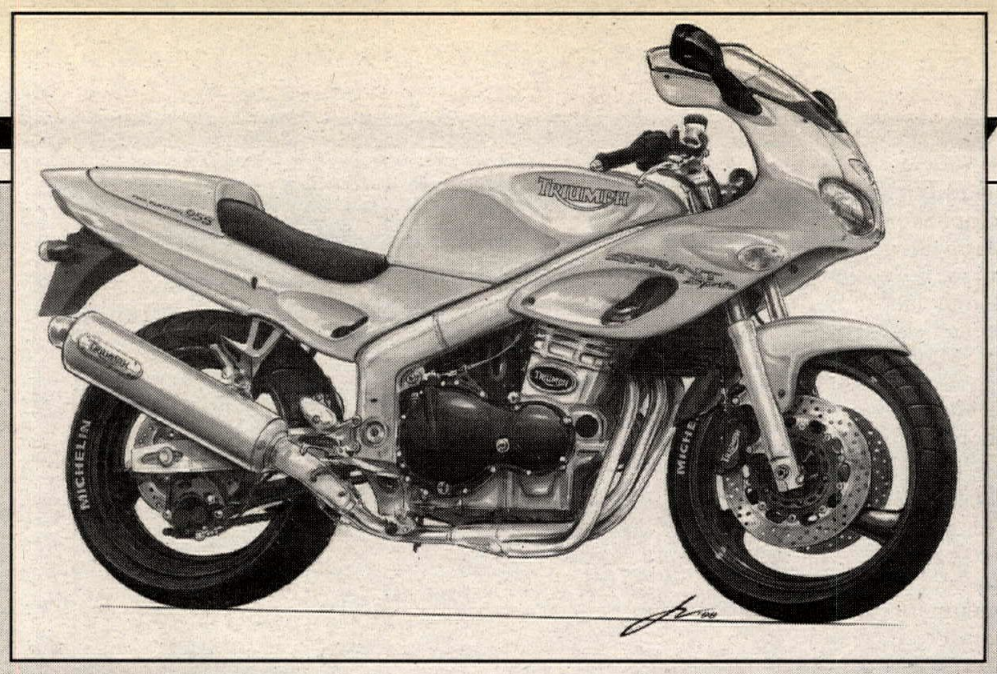
Triumph Sprints ahead

Triumph is acting quickly to build on the success of the newly announced Sprint ST sport tourer, whose universally favorable reception by the world's press at its launch has been confirmed in heads-up comparison tests with its Honda VFR, Ducati ST4 and BMW R1100S rivals, coming out on top in the most prestigious of these, a four-way sport-touring shootout staged by Europe's biggest-selling bike magazine, Germany's Das Motorrad.

The British company will be launching two major new models at the Milan Show in September, with deliveries set to begin in November of the first of these, Triumph's projected three-cylinder sportbike rival to the Honda VTR1000, Ducati 900SS and Suzuki TL1000S, now under development.

Factory sources say the new Sprint Sports will be heavily based on the new sport tourer, retaining the same all-new twin-spar aluminum chassis, which may be fitted with a conventional double-sided swingarm rather than the ST's cast-alloy single-swinger, on grounds of weight and cost: Triumph's aim is to price the two-seater Sports model very competitively, at around 700 British pounds (about $1140) less than the ST's 6995-pound list price in Britain, placing it head to head in the marketplace with its main rivals, while retaining the same Showa suspension and Nissin/Sunstar brake packages as the ST, as well as the same specification for the 955cc fuel-injected motor, thus delivering 110 bhp at 9200 rpm, with a seamless power delivery and very strong torque, peaking at 70 ft.-lbs. at 6200 rpm.

A half-fairing will be fitted as standard, painted in "a wide range of very strong, sporty colours" according to factory sources, with a detachable seat hump for the single-seater look. The bike's distinctive "face" will be slightly different from the ST and 955i, in order to give the Sports version its own identity, but will use the same headlamps as its triple sisters. Projected target weight in production form is 433 pounds, 22 pounds lighter than the fully faired Sprint ST, and competitive with the 422-pound VTR1000 V-twin, though heavier than the 411-pound TL1000S, which are projected to be its main rivals.



Triumph is set to capitalize on the success of its Sprint model with a more sport-oriented version of the model that should look a lot like this illustration.

ILLUSTRATION BY JOHN KEOGH

Triumph's aim with the new Sprint Sports is to offer a budget-priced three-cylinder sport model for the enthusiast market, which will appeal to a wider range of customers than the harder-edged 955i while also holding the fort until the debut of the company's projected twin-cylinder range at the start of the next century.

This, when it arrives, will not initially be targeted at the sporting market, but will allow Triumph to counter the success of naked bikes such as the Suzuki Bandit while also aiming to carve out a slice of the burgeoning custom-bike market, primarily in the United States, Britain and Australia.

Yes, that's right: The born-again Triumph twin, when it eventually appears, will be first and foremost a cruiser! In the meantime, work continues on readying Triumph's other new '00 model for its Milan launch in September: the British company's four-cylinder 600cc supersport contender which, fitted with Sagem EFI, will be the world's first fuel-injected, volume-production 600cc sportbike when it goes on sale early next year.

Now being road-tested in prototype form, this uses a scaled-down version of the Sprint family's twin-spar alloy chassis rather than the 955i's aluminum spaceframe, and it is targeted at the cutting-edge performance end of the Supersport market, with a target power output of 105 bhp. As such, the new Triumph is set to be a genuine contender on both street and race track in what is shaping up to be the key battleground for manufacturers in the next century.

besides publishing is missile and weapons manufacture, is set to sell off Matra off via a public flotation, as a precursor to becoming the main private shareholder in Aerospatiale, the biggest French aerospace and defense company. Maybe EMAP better not get too aggressive in its U.S. market expansion drive - or else it'll be howitzers at high noon!

Pirelli turns 100

This year marks the 100th birthday of two of the oldest product suppliers in the world of motorcycling. In Italy, pneumatic-tire pioneer Giovanni Battista Pirelli made his first motorcycle tires in Milan in 1899, laying the foundation for the basis of a company which has since grown to world prominence on both two and - especially - four wheels. Pirelli tires helped MV Agusta and Gilera to win countless Grand Prix races and World Championships in the 1950s, then took a back seat in motorcycle competition for three decades in the face of the growing supremacy of their British and then French rivals, before bouncing back to win the 1989 World Superbike title with America's Fred Merkel on the factory Honda RC30.

This kick-started an ongoing revival in Pirelli's two-wheeled fortunes, underlined by the introduction in 1992 of the world's first zero-degree steel-belt tires, under the Dragon name. These immediately proved their worth by dominating top-level Supersport racing in Europe for the next half-decade, winning the European title four times in succession from 1993-96, as well as the Isle of Man TT and the World Supersport series in 1998.

With the purchase of Germany's Metzeler tire company by the Italian firm a decade ago, Pirelli became a world player in motorcycle-tire products of every type, crowned by the introduction this month in Las Vegas of the company's new EVO Supersport and GTS sport-touring product range, again using zero-degree technology.

Britain's Duckhams oil company, also established in 1899 but by Alexander Duckham with a 200-pound loan and a rented yard in London's Docklands, has played an equally significant specialist role in engine lubrication over the past century, introducing Europe's first multigrade oil in 1951, thus relieving motorcycle and car drivers of the need to change to a different-viscosity oil each winter and summer. Duckhams also produced the first 20w/50-viscosity oil in 1955, thus helping resolve the lubrication problems caused by the growing trend in motorcycle design toward unit-construction engines, where engine and transmission share a common oil supply, instead of the separate gearboxes with chain primary drive used hitherto.

The Mini car engine, incorporating the same principle, also benefited greatly from Duckhams lubrication technology at the same time. After the plethora of marque milestones in 1998, this year sees no landmark bike-company birthdays, apart from Gilera's 90th year in existence - sadly, no longer as a manufacturer of anything more exciting than a souped-up scooter.

But apart from heralding the dawn of a new millenium, the year 2000 will see the 50th birthday of two historic sporting Italian marques: Laverda, and World Trials champions Beta. CN

Hunwick Hallam alive?

Australia's first volume-production motorcycle marque is right on course to enter production later this year, as this scoop photo of the first of the three road models planned by the Hunwick Hallam company in prototype form confirms. Spotted undergoing road-testing in Sydney for Australian homologation purposes, this is the prototype of the Rage sports roadster scheduled to be the first of the three to enter production in June, fitted with an 1150cc version of the company's 100-percent locally produced and extremely avant-garde, fuel-injected, eight-valve, 90-degree, V-twin engine.

The Hunwick Hallam marque will be launched on the world stage at the Milan Show in September, by which time deliveries of the Rage will already have begun: Partners Rod Hunwick and Paul Hallam confirm that all necessary outside investment is in place for series production to start later this year, with a purpose-built factory already completed and in process of being equipped for manufacture close to the Sydney 2000 Olympic Stadium.

Set to follow in due course are the 1350cc Power Cruiser and the street version of the 1000cc X1R Superbike, which has already seen race-winning competition in prototype form in the hands of former works Honda star Mal Campbell, as part of the ongoing R&D process.

"A lot of people seem to have assumed that the project was dead and buried, but we've kept quiet and concentrated on getting all the business bricks in place, and developing the road models, before raising our heads above the wall again," says Rod Tingate. "The fact you've captured the bike on film is a little frustrating, because it's not fitted with the final styling. But it shows we're very much alive and kicking, and I assure the many potential customers from around the world who've registered their interest in buying from us that the Rage looks pretty neat and aggressive in production-ready form. I think we'll get noticed when we launch it later this year!"

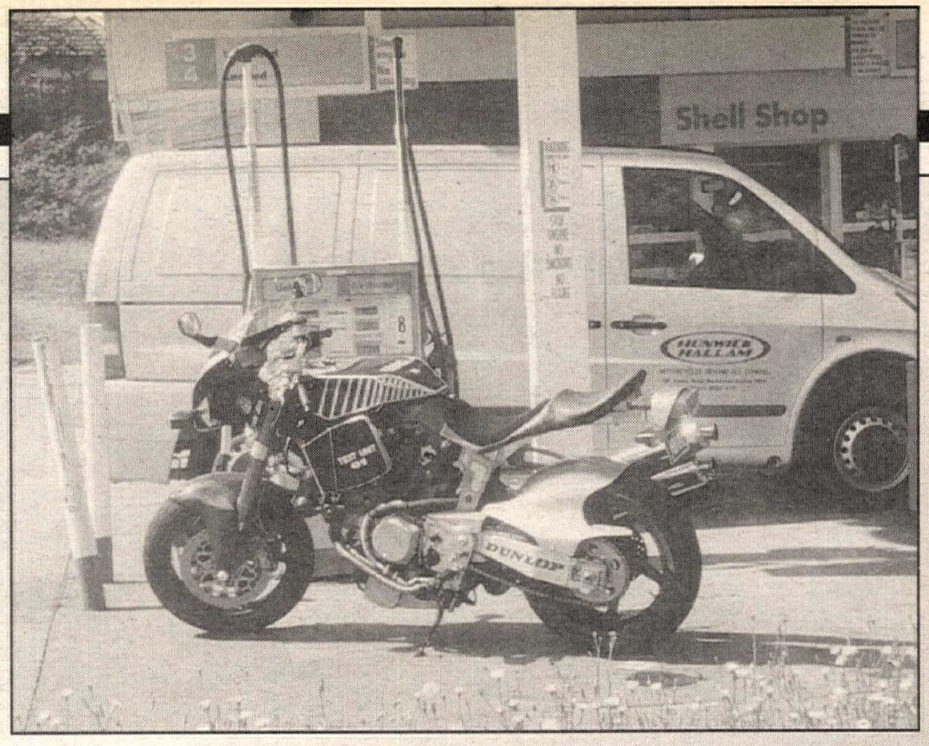


PHOTO BY MARK BRACKS

Hunwick Hallam, all quiet on the production front for some time now, has broken cover with its Rage model. The Rage is set to enter production in June.

Bimota tuning up for World Supers

After its near-terminal brush with bankruptcy, when the company closed down for five months in the middle of last year, Bimota is on its way back under new owner Francesco Tognon's control, with the Ducati 900SS-engined DB4 now in production, and the Suzuki TL1000R-engined SB8R due to come on stream in March - but with Weber/Marelli EFI to replace the engine's original Japanese fuel-injection package, used for the first time ever on a Bimota, rather than the products of the company's traditional TDD engine-management system suppliers.

One reason is that Tognon is targeting the SB8R full on at World Superbike contention in 2000, and plans to take advantage of the ongoing presence of Marelli technicians in the WSC paddock to help get the bike on the pace.

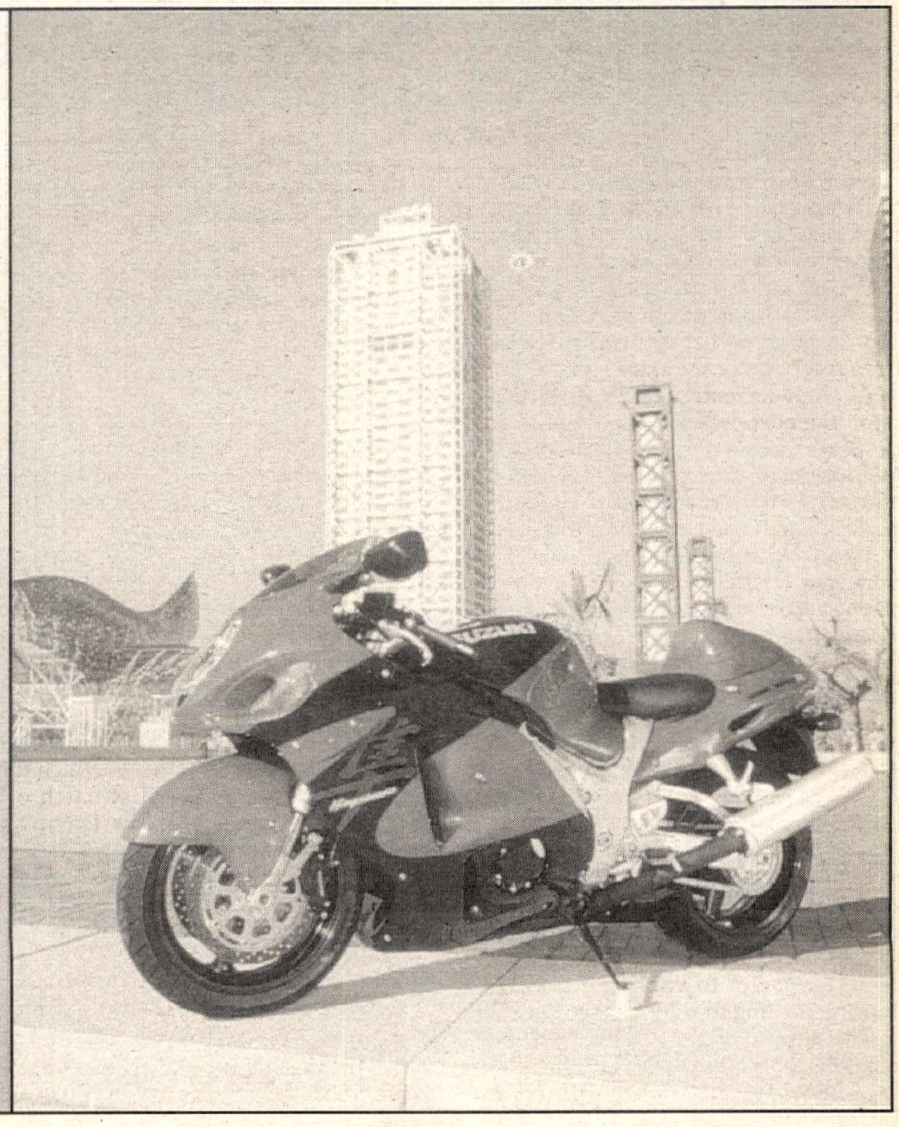
Less certain is the company's ongoing participation in the World Supersport class, where the Bimota factory's presence in the '99 series with a two-man team mounted on TDD injected-YB9SRi machines powered by Yamaha's now-superceded YZF600 engine is likely to be the company's 600cc-class swan song, jettisoned in favor of concentrating 100 percent on the Superbike class in 2000.

"The problem is the new World Supersport homologation regulations," says the company's race boss, Davide Genghini. "These now require a minimum of 1000 units to be constructed for Supersport eligibility by any manufacturer, with no lower limit for smaller companies like us, as was the case before. This means firstly that we cannot upgrade the performance of the existing YB9 by fitting Marelli EFI, and secondly that the viability of a new model to replace it, using Yamaha's new R6 engine but fitted with fuel injection, is hopelessly compromised - because our production run for each Bimota model is measured in hundreds, never thousands."

So there will be no new YB12 contender for Bimota to compete with in the 600cc Supersport class - unless the company succeeds in its efforts to persuade the FIM to change the homologation rules at some future stage.

More likely, though, is the next-generation SB9RR maxi-bike projected by Tognon and Bimota's newly-appointed chief engineer, Francesco Medici: an ultrasports version of the new Suzuki Hayabusa speedster just entering production, with its 172-bhp GSX-R1300 engine fitted with Weber-Marelli fuel injection and slotted into an uprated version of Bimota's signature SLC (Straight Line Concept) twin-spar aluminum chassis, as used on the Italian firm's best-selling SB6. Fitted with Paioli suspension and Brembo brakes, the result would be a better-handling, much lighter and perhaps even faster sportbike than the volume-production Japanese model, firmly regaining Bimota's place at the top of the performance pyramid.

Though no work has yet been done on any aspect of the design - and Suzuki has not even committed to supplying engines for the project, according to factory sources - Tognon believes this is a logical replacement for the now 6-year-old SB6 design, as Bimota's new four-cylinder lead model for the next millenium.



Could the Hayabusa's 1300cc superpowerplant find its way into a Bimota frame? We can only hope so.

McGrath hot in Atlanta

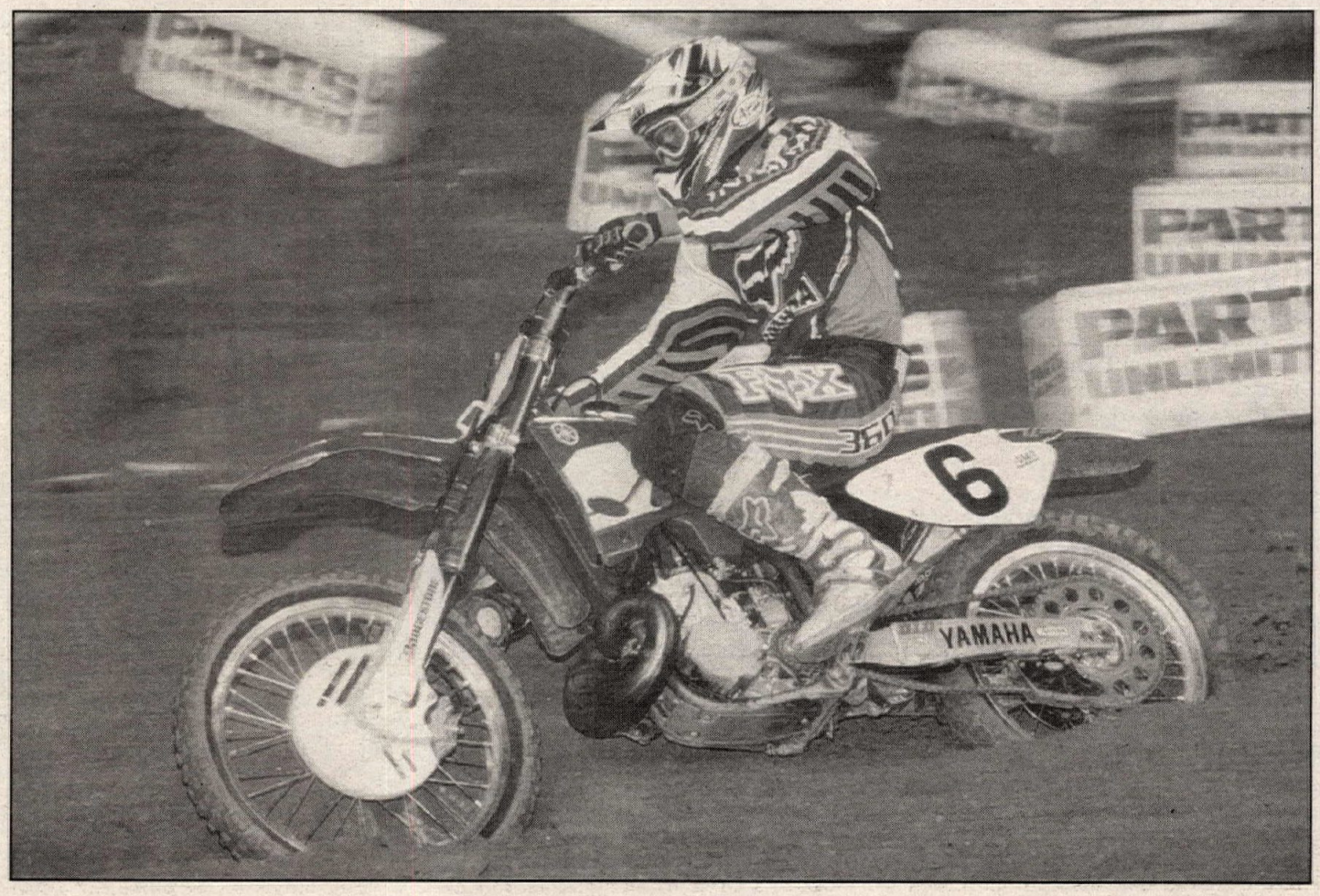
By Henny Ray Abrams
Photos by Frank Hoppen

ATLANTA, GA, FEB. 20

With the largest crowd this season cheering him on, Mazda/Chaparral/Yamaha's Jeremy McGrath rose to the occasion, riding an intelligent and mistake-free race on a demanding track that claimed many of his competitors.

The win, McGrath's second of the year, came before a crowd of 60,183 that watched the five-time and defending AMA Supercross Champion master the packed-clay track on the floor of the Georgia Dome in round seven of the AMA U.S. Supercross Series. It wasn't so much that he was that much faster than everyone else, but rather it was his ability to gate well and set the pace up front that led to his victory. Suzuki's Larry Ward chased McGrath for the first half of the race before McGrath took off and Ward was slowed by his forearms' pumping up.

"It sure helps to get a start," McGrath said after the 54th Supercross win of his



(Above) Jeremy McGrath, on the Mazda/Chaparral/Yamaha YZ250, posted his second win of the season at the Atlanta Supercross. (Right) John Dowd finished a season-best second.

career and his fourth in Atlanta. "I was putting a lot of pressure on myself to get a holeshot that time, and it worked."

John Dowd made it a 1-2 Yamaha finish with his dogged pursuit and eventual conquest of Suzuki's Ward. In the top five from the start, Dowd pounced when Ward slowed at the end. The 33-year-old Massachusetts native finished 4.009 seconds behind McGrath.

"I got a good start and managed to hang in there," Dowd said.

"I thought I had something for Jeremy, but he's a smart, smart racer," Ward said. "That's why he's a five-time champ. He made the jump, and about halfway he started going. I tried to hang with him; I just couldn't do it tonight."

Blaming himself for not being aggressive enough at the start, hometown favorite Ezra Lusk finished fourth on his factory Honda CR250.

"I was in a good position to win the race," said Lusk, whose helmet was painted in the colors of the Super Bowl-losing Atlanta Falcons. "I just didn't make aggressive passes like I should have."

Lusk also refused to blame his performance on the pressure of riding before his fellow Georgians.

"I just didn't make aggressive passes, and I should have," he said.

Kawasaki's Jeff Emig was a very happy fifth, his best finish of the year.

"I think I just got my head turned around," said Emig, who has been struggling this year. "I got passed a couple of times, but only when I made mistakes. I would say I was running the speed of the pack with a good start. That's how everybody has had good finishes this year."

Along with Lusk, Emig was part of a pack of five riders just outside the top three. The racing was close and physical - too close, according to sixth-place finisher Mike LaRocco on the Factory Connection/Jack in the Box Honda.

LaRocco had been taken out in his heat race, and he didn't do well in his semi. This meant he had a bad pick in his starting spot for the main. That put him in 13th at the end of lap one, and he steadily worked his way up.

"I actually felt good riding until I caught up to Emig (on the 13th lap) and then he did his usual block-and-cut-you-off-and-slice-you-in-the-air-type stuff, and I ended up getting stuck behind him and it stopped my drive," LaRocco said. "I'm not happy about that. There was a whole group right there and I was stuck at the back behind Emig, and I thought for sure I could've gotten third from what I could see was going on. He just kept running me off the track and I just lost my momentum, but I ended up getting around him."

Another of the riders in the pack was Honda's Mickael Pichon. The Frenchman noticed that the pack was running at a pace that was detrimental to their collective progress. They slowed each other down, allowing the leaders to get away and their pursuers to catch up.

"And also, it's hard to pass, because you make a lot of mistakes because you can't see very far in front of you, so you try different lines - sometimes it works, sometimes it doesn't work," the seventh-place finisher said. "It's pretty tough. For sure, it's so much easier to start out in front."

Toward the end of the race, Pichon was also slowed when his forearms pumped up.

The fastest rider on the track may have been eighth-place finisher Kevin Windham. The factory Honda rider was away well at the start but was victimized by an incident just in front of him on the second lap that dropped him to dead last in the field of 20. From there, he made constant progress before landing in eighth - in sight of Pichon.

"That was probably, next to my Tampa race, my best ride of the season," Windham said. "I was happy, I was strong. I came up to eighth."

Chasing Windham at the end was Suzuki's Greg Albertyn. The South African had won the second heat race, beating McGrath in the process, and he looked like a contender. But just after the heat he felt sick to his stomach, and he threw up just before the final.

"I just felt like I didn't quite have as much energy as I should've," Albertyn said, adding that he didn't know what caused the stomach problem.

Finishing 10th, in pursuit of Albertyn, was SplitFire/Pro Circuit/Kawasaki's Nathan Ramsey.

With the win, McGrath continued his assault on a sixth title. After seven of 16 races, he leads LaRocco by 18 points, 148-130. Lusk is third with 128.

(Above) Larry Ward put his Suzuki on the podium for the second time this year.
(Below) Mickael Pichon squeezes his Honda through the first turn in a heat race. Pichon went on to finish seventh in the main.

HEATS

It was clear from the start that the Dirt Wurx-designed track was one of the toughest of the year. A section of 13 whoops, just before a 180 that led to the finish-line jump, separated the men from the boys and the boys from their bikes. Getting through there was crucial, and losing momentum meant having to slow down and, inevitably, getting passed. There was more than one line to it and more than one approach, but getting through the whoops cleanly was the essential ingredient for success.

Mazda/Chaparral/Yamaha's Steve Lamson got the jump on the field in the first of the eight-lap heats, taking LaRocco with him. Soon they were joined by Ward and Lusk.

LaRocco ran into trouble in the whoops on the second lap and Ward scooted by to close on Lamson. Front to back, there was a five-rider pack heading the point.

On the fourth lap, Ward took the lead from Lamson, who would soon fall victim to the whoops. He had company, as LaRocco also went down, though he was able to continue. Lamson's seat came off, ending his race and sending him to the semis.

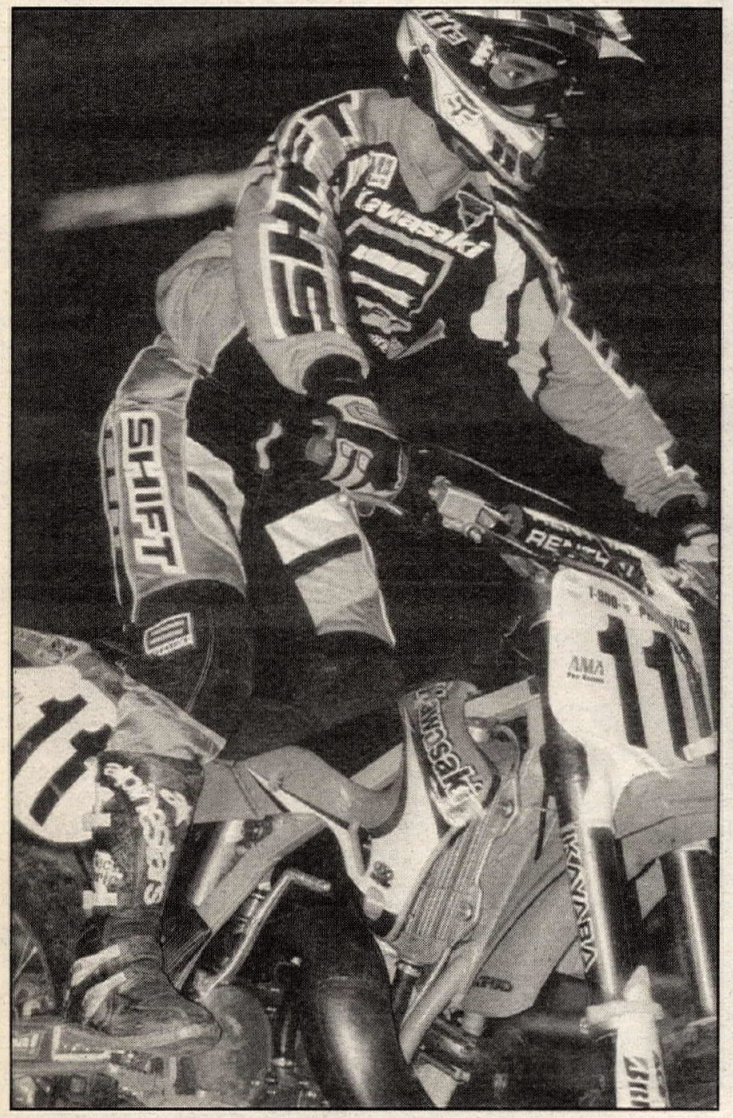
Ward kept the point, with Lusk pressing to the end and taking the lead through the air over a triple jump. Ward came back at him in the next series of jumps, setting up the final run through the whoops. Lusk took the inside line, cut the hard left to the finish jump, and took the very popular win.

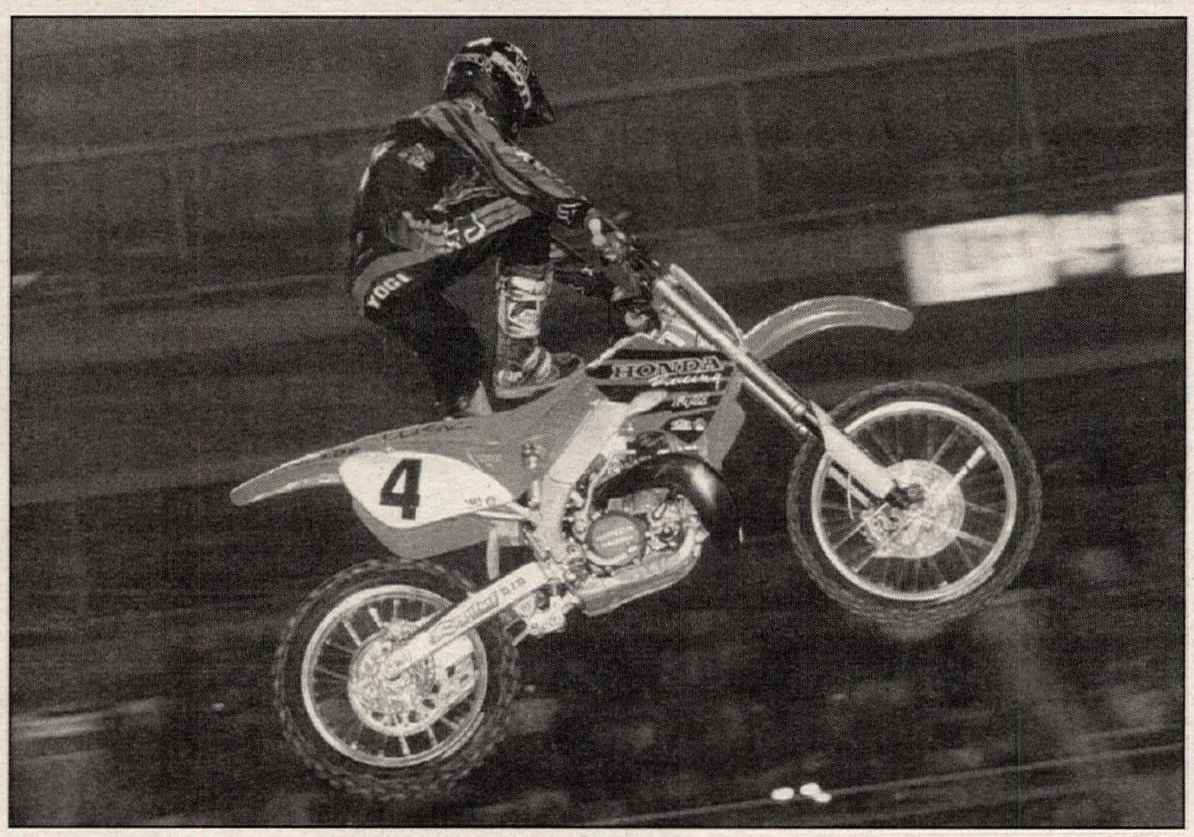
"Nothing like a little bit of Southern boys' racing," Lusk said of the fight with South Carolina resident Ward.

Windham moved away from the pack early in the second heat, with Albertyn chasing and Kawasaki's Ricky Carmichael a close third, in front of Pichon and McGrath.

Round 7: Georgia Dome

TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA U.S. SUPERCROSS SERIES





(Left) Jeff Emig finished fifth for his best finish of the year. (Above) Ezra Lusk launched his factory Honda to a fourth-place finish.

McGrath and Pichon swapped back and forth for more than a lap, with McGrath getting the better of it before setting out after Carmichael - whom he passed by sneaking under at the base of the finish jump after Carmichael had struggled through the preceding whoops section.

The six-rider train started the second half of the race with Albertyn now in front, having taken the spot on the second lap, and then Windham and McGrath.

Windham bobbled in a 90-degree right, giving McGrath an opening, which he took - with Carmichael following suit.

Albertyn continued to set the pace up front and he took the win with some breathing room. On the final lap, Carmichael closed on McGrath and went for the pass over a harmless-looking double jump. He landed short, hitting the face of the second jump and not only losing contact with McGrath but falling back to seventh, where he would finish.

McGrath took second in front of Pichon, Noleen Motorsport's Tim Ferry and Windham. Emig was sixth.

SEMIS

Lamson made quick work of the first semi, jetting to the lead and heading a mostly processional cast into the main. The lone flourish was a crowd-pleasing heel-clicker at the finish.

"In the heat race, I went down pretty hard," Lamson said. "I regrouped. It's tough out there right now. There are ruts forming really quickly. Whoever wins the race is going to have to ride smart."

Second and third didn't change from the first lap on, with Great Lakes Aviation's Heath Voss finishing behind Lamson, with Ramsey third. LaRocco was fourth, the last direct transfer.

Kawasaki's Damon Huffman went around the outside of the pack at the start of the second semi. Windham went to the inside and, ultimately, took the quick lead.

Windham tried to check out, but Yamaha's Jimmy Button wouldn't let him, closing incrementally until he overflew the final jump before the 180 right into the whoops and fell into the berm. That allowed Emig to move past for second. Button held on to third, with Kawasaki Mexico's Pedro Gonzalez fourth.

"Tonight, I wasn't quite feeling as comfortable as I was in Tampa," Windham said, "so riding the semi was good for me."

His semi win was 10 seconds faster than Lamson's.

The only factory rider in the last-chance qualifier was Carmichael, and he lived up to his billing. The Floridian went out at the start and none of the other 21 riders could match his pace. He was in the main.

Second place was a battle between two self-sponsored riders: Planet Honda's Jean-Sebastien Roy, and Ryan Huffman. Roy was second on the first lap. Then Huffman went by, doing a better job on the jumps. The two were relentless, with Roy taking second for good on the third of six laps. Once clear of Huffman, he was able to gain some breathing room while qualifying into the main.

MAIN

If the night's racing had proved anything, it was that a good start was everything. The start chute, which was designed to be shorter than normal, led to a 180-degree left onto a series of small jumps. Getting bottled up at the start would mean a long night's work. McGrath would have none of it.

After quickly cashing in the 1-900-PRO-RACE Holeshot Award, McGrath ran, as they all too often say, his own race. For the first half of the 20-lap race, Ward was a constant presence, not threatening, but not backing down, either. Then the track took its toll and he ran into physical problems and lost any chance of a win.

"That was my fault, not my bike's fault," Ward said. "My bike was running great. I just had a little arm pump. I followed Jeremy and the ruts just kept getting deeper and deeper. I just pumped up a little bit, and I was damned lucky to get on the podium, to tell you the truth."

On the 17th of 20 laps, Dowd was able to make the pass that would give him second place, his best finish of the year. Still, he was too far adrift from McGrath to make a run at him.

"It's kind of been an easygoing year," McGrath. "I got my second win. Hopefully I can keep it going."

"The track's really tough and there's a lot of fast guys," McGrath said regarding why he wasn't able to pull out a bigger lead. "A few years ago I could get out front and I had a pace that no one could really match. Now these guys are fast. It's not so easy anymore."

From the start, it had been McGrath and Ward, with Button a booming third. That lasted until the eighth lap, when Button was yet another victim of the whoop section, dropping him 10 spots, from third to 13th. He would gain one spot to finish 12th.

His demise moved Dowd and Emig up a notch. Dowd stayed in the top three while Emig dropped as far back as sixth before finishing fifth, in the middle of a pack that was always five or six riders long.

"Basically, you go out there and start up front and you don't make any mistakes," said Emig, describing his race strategy. "And the only time I got passed is when I made mistakes. I got passed, I think, three or four times. Ricky (Carmichael) actually passed me twice. He was hauling ass. That put me in the position where I was at, in fifth."

Emig was one of the riders who patiently mastered the difficult whoop section.

"They weren't hard," he said. "A lot of guys went down. If you were just patient through them, you could jump three, three, three, three, one. They had a little bit of grooves, so if you made a little mistake, they'd bite you. I made a mistake in the whoops twice and made a mistake after the first turn through a section that was pretty necessary to jump or you lost a bunch of time. Overall, I needed to have something to build on so that I can start. Next week, now I need a fourth - one place better."

Emig was passed by Lusk on lap 13. Lusk would take fourth, lamenting his early malaise.

"I didn't make quick-enough passes early on and just kind of got frustrated and probably should've been a little more aggressive," Lusk said.

It was Carmichael's second crash of the race, on the 18th lap, which put him in fourth, in front of Emig.

Behind Emig came LaRocco, who was not happy with the outcome or how hard he'd had to work to try to pass Emig.

"The track was very difficult to pass because everybody rode the insides and there was no room to get in and make an aggressive move," LaRocco said. "It was very tough to pass."

The last rider LaRocco passed was Pichon, whom he got by on the 15th lap.

After starting ninth, Pichon had worked to get near the leaders, and he was a presence from before the halfway point. What he found was that he couldn't break out and the pack wasn't going very quickly.

"I was happy with the way I rode, but I'm not happy with the result," Pichon said. "If I would've got fourth the way I was riding, it would've been better. I just need to get better starts, because everybody was kind of riding the same speed and it was pretty hard to pass. I think the start was really, really important tonight. We were like maybe five, six guys, bars to bars. The problem is, also, when you're riding this way, you kind of slow each other down. At the same time, the guys who were in front were pulling away, and the guys from behind are coming back. Like Jeremy - I don't think Jeremy was much faster than everybody else tonight, but he started in front and pulled away pretty quick and he had his own lines and he was riding smooth. Everybody behind him were hitting each other and slowing down each other."

The slowdown allowed Windham to continue his forward progress. It would stop at eighth place, but a well-earned eighth, considering he came from dead last.

"The start was okay," Windham explained. "I was about eighth or ninth, and going into one of the back sections

on the second lap, somebody kind of cross-rutted and hit Ezra (Lusk), and Ezra wasn't able to do this really tricky obstacle in the back. I actually had already committed and he kind of came over into me and I had to kind of shut off at the last second. There was nothing I could do. It was kind of a step-up, one of the steepest obstacles on the track. And when I landed quite a bit short, I tried to clutch it over the top, and it was so vertical that I couldn't clutch it over and the bike stalled. I was in one of the main race lines, so I'm sitting here looking at getting jumped on and all that. It was so steep, I obviously couldn't get on it and crank it on the hill, so I had to walk it down. I wound up dead last."

At the very back of the pack, contesting fourth through eighth, was Albertyn. The night had taken a bad turn for Albertyn after he fell ill following his heat-race win.

"I came off after the qualifier - I didn't know what was going on," he said. "I felt kind of sick and just before the main event, I threw up. So I don't know if that kind of affected me. There was a big battle going on right in front of me, right behind. So anything could happen."

By the end of the race, Ramsey was drawing a bead on Albertyn and the pack in front, but he ran out of time. He took 10th, one better than Tortelli. **CN**

Georgia Dome
Atlanta, Georgia
Results: February 19, 1999 (Round 7 of 16)

250 HEAT 1 (8 laps, 1-4 transfer to main): 1. Ezra Lusk (Hon); 2. Larry Ward (Suz); 3. Robbie Reynard (Suz); 4. John Dowd (Yam); 5. Nathan Ramsey (Kaw); 6. Sebastien Tortelli (Hon); 7. Heath Voss (Hon); 8. Jean-Sebastien Roy (Hon); 9. Mike LaRocco (Hon); 10. Phil Lawrence (Suz); 11. Ryan Huffman (Hon); 12. Billy Binckley (Yam); 13. Anthony Amaradio (Yam); 14. Rudy Waller (Yam); 15. Ross Johnston (Yam); 16. Steve Lamson (Yam); 17. Tom Welch (Suz); 18. Joseph Oehlhof (KTM); 19. Chad Sanner (Yam); 20. James Evans (Kaw).
Time: 7 min., 35.200 sec.

250 HEAT 2 (8 laps, 1-4 transfer to main): 1. Greg Albertyn (Suz); 2. Jeremy McGrath (Yam); 3. Mickael Pichon (Hon); 4. Tim Ferry (Yam); 5. Kevin Windham (Hon); 6. Jeff Emig (Kaw); 7. Ricky Carmichael (Kaw); 8. Jimmy Button (Yam); 9. Damon Huffman (Kaw); 10. Ryan Terlecki (Suz); 11. Grayson Goodman (Hon); 12. Jon Boy Monk (Kaw); 13. Doug Stone (Kaw); 14. Stanley Chomer (Hon); 15. Brian Stone (Kaw); 16. Barry Carsten (Suz); 17. Pedro Gonzalez (Kaw); 18. Chad Anderson (Suz); 19. Travis Gage (Suz); 20. Devin Banks (Kaw).
Time: 7 min., 36.230 sec.

250 SEMI 1 (6 laps, 1-5 transfer to main): 1. Steve Lamson (Yam); 2. Heath Voss (Hon); 3. Nathan Ramsey (Kaw); 4. Mike LaRocco (Hon); 5. Sebastien Tortelli (Hon); 6. Jean-Sebastien Roy (Hon); 7. Phil Lawrence (Suz); 8. Billy Binckley (Yam); 9. Ryan Huffman (Hon); 10. Anthony Amaradio (Yam); 11. Chad Sanner (Yam); 12. Rudy Waller (Yam); 13. Ross Johnston (Yam); 14. Tom Welch (Suz); 15. Joseph Oehlhof (KTM); 16. James Evans (Kaw).
Time: 5 min., 47.360 sec.

250 SEMI 2 (6 laps, 1-5 transfer to main): 1. Kevin Windham (Hon); 2. Jeff Emig (Kaw); 3. Jimmy Button (Yam); 4. Pedro Gonzalez (Kaw); 5. Damon Huffman (Kaw); 6. Ricky Carmichael (Kaw); 7. Grayson Goodman (Hon); 8. Doug Stone (Kaw); 9. Jon Boy Monk (Kaw); 10. Travis Gage (Suz); 11. Chad Anderson (Suz); 12. Ryan Terlecki (Suz); 13. Stanley Chomer (Hon); 14. Brian Stone (Kaw); 15. Barry Carsten (Suz); 16. Devin Banks (Kaw).
Time: 5 min., 37.210 sec.

250 LCQ (6 laps, 1-2 transfer to main): 1. Ricky Carmichael (Kaw); 2. Jean-Sebastien Roy (Hon); 3. Ryan Huffman (Kaw); 4. Phil Lawrence (Suz); 5. Ryan Terlecki (Suz); 6. Billy Binckley (Yam); 7. Anthony Amaradio (Yam); 8. Doug Stone (Kaw); 9. Chad Sanner (Yam); 10. Grayson Goodman (Hon); 11. Jon Boy Monk (Kaw); 12. Rudy Waller (Yam); 13. Travis Gage (Suz); 14. Ross Johnston (Yam); 15. Chad Anderson (Suz); 16. Tom Welch (Suz); 17. Stanley Chomer (Hon); 18. Brian Stone (Kaw); 19. Barry Carsten (Suz); 20. Joseph Oehlhof (KTM); 21. Devin Banks (Kaw); 22. James Evans (Kaw).
Time: 5 min., 51.240 sec.

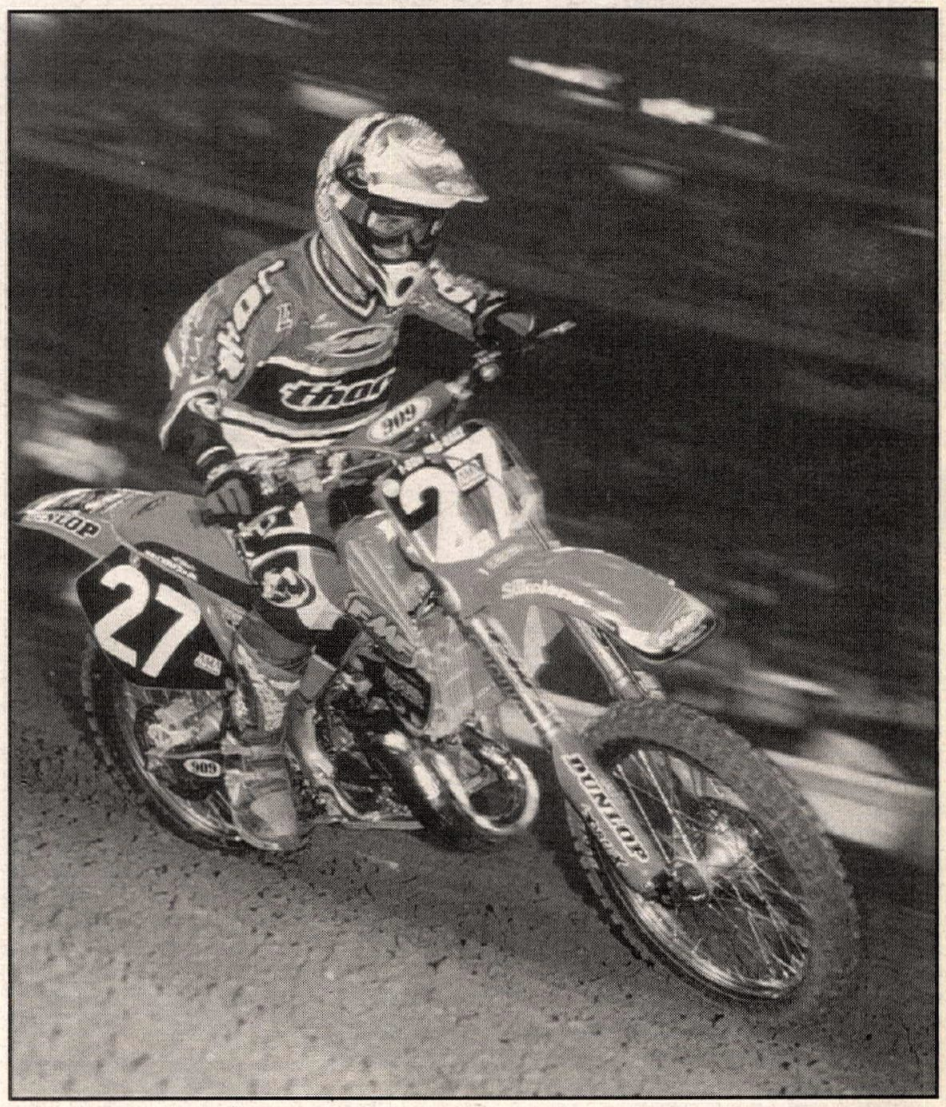
250 MAIN (20 laps): 1. Jeremy McGrath (Yam); 2. John Dowd (Yam); 3. Larry Ward (Suz); 4. Ezra Lusk (Hon); 5. Jeff Emig (Kaw); 6. Mike LaRocco (Hon); 7. Mickael Pichon (Hon); 8. Kevin Windham (Hon); 9. Greg Albertyn (Suz); 10. Nathan Ramsey (Kaw); 11. Sebastien Tortelli (Hon); 12. Jimmy Button (Yam); 13. Robbie Reynard (Suz); 14. Ricky Carmichael (Kaw); 15. Damon Huffman (Kaw); 16. Steve Lamson (Yam); 17. Heath Voss (Hon); 18. Jean-Sebastien Roy (Hon); 19. Pedro Gonzalez (Kaw); 20. Tim Ferry (Yam).
Time: 19 min., 20.070 sec.
Margin of victory: 4.009 sec.

250cc TOYOTA TRUCKS/THOR/PARTS UNLIMITED/AMA U.S. SUPERCROSS SERIES POINT STANDINGS (After 7 of 16 rounds): 1. Jeremy McGrath (148/2 wins); 2. Mike LaRocco (130); 3. Ezra Lusk (128/3); 4. Mickael Pichon (106); 5. Larry Ward (104/1); 6. John Dowd (101); 7. Kevin Windham (97/1); 8. Damon Huffman (79); 9. Jimmy Button (75); 10. Jeff Emig (74); 11. Sebastien Tortelli (72); 12. David Vuillemin (62); 13. Tim Ferry (54); 14. Steve Lamson (53); 15. Greg Albertyn (52); 16. Robbie Reynard (49); 17. Ricky Carmichael (42); 18. Phil Lawrence (24); 19. Heath Voss (21); 20. Nathan Ramsey (19).

KTM JR SUPERCROSS CHALLENGE: 1. D.J. Ellis; 2. Michael McArthur; 3. Joshua Scott; 4. Ashley Vickery; 5. Jake Wilson; 6. Nicholas Leonardo; 7. Bradford Johnson; 8. Hunter Shults; 9. Allen Brady; 10. Joshua Evans; 11. Stacy Eden; 12. Stephen Manners; 13. Ty Messer; 14. Ethan Quehl; 15. Jackson Ervin.

Upcoming Rounds:
Round 8 - Dallas, Texas, February 27
Round 9 - Daytona Beach, Florida, March 6

(Above) Yamaha of Troy's Ernesto Fonseca made it two for two with another 125cc East Coast Series main-event win. (Right) FMF/Honda's Brock Sellards rode to a second-place finish in the 125cc main.



AMA Eastern Regional 125cc SX Series
Round 2: Georgia Dome

The Fons!

By Henny Ray Abrams
Photos by Frank Hoppen

ATLANTA, GA, FEB. 20

Last week in Tampa, there was some question whether Yamaha of Troy's Ernesto Fonseca was the first rider ever to win a 125cc supercross in his supercross debut. What can now be said with some certainty is this: Fonseca became the first rider ever to win his first two 125cc supercrosses with a flag-to-flag romp in round two in Atlanta's clay-packed Georgia Dome.

"I try to be as positive as I can every time I go to a track, and it seems to be working now," Fonseca said.

The Costa Rican Champion won his heat race with some ease and carried the momentum into the 15-lap main, where he pocketed the $500 1-900-PRO-RACE Holeshot Award and kept the number-100 Yamaha at the front of the 22-rider field all the way.

Late in the race, FMF/Honda's Brock Sellards, who ran second the entire race, started to close, but he simply ran out of time.

"Ernesto's riding really well," Sellards said. "I've got to congratulate him: two wins in a row. He's a rookie. I figured the pressure might get him this weekend. He hung true. We'll take it to the next race at Daytona."

The back-to-back wins put Fonseca cleanly atop the championship point standings with 50 points after two of eight races. Sellards is tied for second with Yamaha of Troy's Stephane Roncada, who was third tonight after battling a sore ankle that he suffered the previous week in Tampa. Roncada, who had gotten an awful start - 18th on the first lap - moved into third with four laps to go, passing FMF/Honda's Danny Smith just before the finish jump. Smith briefly took the spot back before dropping back to finish fourth.

SplitFire/Pro Circuit/Kawasaki's Nicholas Wey was fifth from lap four to the end and was never seriously challenged.

Round 7: Georgia Dome

TOYOTA TRUCKS/THOR/PARTS UNLIMITED AMA U.S. SUPERCROSS SERIES

Fonseca's teammate Stephen Roncada charged up through the pack after a bad start to finish third.

HEATS

After winning the first 125cc heat, Sellards admitted that he was worried about riding too tense. You wouldn't have known it from his performance. Three turns into the six-lap heat, Sellards raced by the fallen Yamaha of Excel Motorsports' Josh Demuth and sped to the win. It was a comfortable win, with Sellards never being threatened.

Second was equally clear-cut, with Planet Honda's Jason McCormick taking over the spot on the second lap and pulling away.

Crossing the line in order behind McCormick were Kelly Smith, Roncada, Tallon Vohland and Danny Smith.

From the drop of the gate, Fonseca was gone, winning heat two easily and leaving second to the others. His would be the faster of the two heats. Wey was a secure second, with Suzuki's Jiri Dostal well back in third. Then came Moto Planet's Robbie Horton, who took fourth after colliding with RRP's Ty Wallace in a 180-degree right-hander two turns from the finish. Wallace took fifth, with Excel Motorsports' Jason Thomas a close sixth.

Demuth got the holeshot in the last-chance qualifier and rode it into the main event.

Second went to Kames' Sports' Mike Katin Jr., who moved into the spot on the second of four laps.

F&S Suzuki's Matt Shue and Bromley Suzuki's Barry Carsten were third and fourth.

MAIN

Fonseca bolted at the start and set the pace. His early lead was comfortable, though not insurmountable. Sellards wasn't gaining, but he wasn't fading, either, hoping that Fonseca would make a mistake on the very technical track. It never happened, and he came up 2.009 seconds short at the end.

"The first couple of laps, he turned it on," Sellards said. "I moved into second on the first lap and came through this rhythm section on the right of me and he pulled a little lead. It was all I could do. I had to try to wear him out, and he's in pretty good shape. I was praying for an extra lap when I was catching up. I know I was going good at the end of that race. Maybe another lap, I could have stuck a wheel on him."

Fonseca knew Sellards was close. After getting his rhythm at the beginning, he made a few mistakes midrace, which gave Sellards false hope. But the mistakes weren't fatal and he made his way through traffic to the top of the podium for the second week in a row.

"Hopefully, I can keep everything together for Daytona," Fonseca said.

The numbers tell the story of Roncada. Mired back in 18th at the end of lap one, he gained four spots the next lap, then jumped up to ninth on lap four. From there, it was a steady progression until he was within striking distance of fifth place on lap six.

"I'm pretty happy I made it to the podium," said Roncada, who was clearly in pain.

Horton went down early on lap eight, letting Danny Smith into third and Roncada into fourth. Roncada kept the heat on, passing him just before the finish jump. Smith led the next lap. Then it was Roncada's turn to the end.

Smith held fourth, with Wey fifth. Horton recovered to take sixth, with Thomas a steady seventh from midpoint on.

Wallace passed F&S Suzuki's Matt Shue on the last lap to take eighth, with Protel/Triad Yamaha's Jim Neese rounding out the top 10. **CN**

Georgia Dome
Atlanta, Georgia
Results: February 13, 1999 (Round 2 of 8)

125 HEAT 1 (6 laps, 1-9 transfer to main): 1. Brock Sellards (Hon); 2. Jason McCormick (Hon); 3. Kelly Smith (KTM); 4. Stephane Roncada (Yam); 5. Tallon Vohland (Hon); 6. Danny Smith (Hon); 7. Jim Neese (Yam); 8. Jeff Gibson (Kaw); 9. Joseph Oehlhof (KTM); 10. Charles Dunaway (Yam); 11. Josh Demuth (Yam); 12. Chad Sanner (Yam); 13. Barry Carsten (Suz); 14. James Povolny Jr. (Yam); 15. Ryan Duff (Yam); 16. Marco Dorsch-Dieffen (Suz); 17. Tom Welch (Suz); 18. Mike Katin Jr. (Suz); 19. Mark Burkhart (Yam); 20. Joshua Sweat (Yam).
Time: 5 min., 49.880 sec.

125 HEAT 2 (6 laps, 1-9 transfer to main): 1. Ernesto Fonseca (Yam); 2. Nicholas Wey (Kaw); 3. Jiri Dostal (Suz); 4. Robbie Horton (Yam); 5. Ty Wallace (Yam); 6. Jason Thomas (Yam); 7. Shaun Perolio (Kaw); 8. Jimmy Wilson (Yam); 9. Brian Stone (Kaw); 10. Bradley Strunk (Suz); 11. Matt Shue (Suz); 12. Travis Elliott (Hon); 13. James Evans (Kaw); 14. William Wilson (Yam); 15. Ron Boyas (Yam); 16. Christopher Bailey (Hon); 17. Clark Stiles (Kaw); 18. Davey Yezek Jr. (Suz); 19. Steven Onisko (Yam); 20. Robbie Skaggs (Suz).
Time: 5 min., 48.450 sec.

125 LCQ (4 laps, 1-4 transfer to main): 1. Josh Demuth (Yam); 2. Mike Katin Jr. (Suz); 3. Matt Shue (Suz); 4. Barry Carsten (Suz); 5. James Povolny Jr. (Yam); 6. Travis Elliott (Hon); 7. Bradley Strunk (Suz); 8. Robbie Skaggs (Suz); 9. Clark Stiles (Kaw); 10. Joshua Sweat (Yam); 11. Ron Boyas (Yam); 12. Marco Dorsch-Dieffen (Suz); 13. Tom Welch (Suz); 14. Christopher Bailey (Hon); 15. William Wilson (Yam); 16. Steven Onisko (Yam); 17. Charles Dunaway (Yam); 18. Chad Sanner (Yam); 19. James Evans (Kaw); Ryan Duff (Yam); 21. Davey Yezek Jr. (Suz); 22. Mark Burkhart (Yam).
Time: 3 min., 59.770 sec.

125 MAIN (15 laps): 1. Ernesto Fonseca (Yam); 2. Brock Sellards (Hon); 3. Stephane Roncada (Yam); 4. Danny Smith (Hon); 5. Nicholas Wey (Kaw); 6. Robbie Horton (Yam); 7. Jason Thomas (Yam); 8. Ty Wallace (Yam); 9. Matt Shue (Suz); 10. Jim Neese (Yam); 11. Jason McCormick (Hon); 12. Jiri Dostal (Suz); 13. Jimmy Wilson (Yam); 14. Barry Carsten (Suz); 15. Brian Stone (Kaw); 16. Joseph Oehlhof (KTM); 17. Jeff Gibson (Kaw); 18. Mike Katin Jr. (Suz); 19. Shaun Perolio (Kaw); 20. Josh Demuth (Yam); 21. Kelly Smith (KTM); 22. Tallon Vohland (Hon).
Time: 14 min., 46.520 sec.
Margin of victory: 2.009 sec.

125cc EASTERN REGIONAL SUPERCROSS SERIES POINT STANDINGS (After 2 of 8 rounds): 1. Ernesto Fonseca (50/2 wins); 2. (TIE) Stephane Roncada/Brock Sellards (42); 4. Robbie Horton (33); 5. Nicholas Wey (32); 6. Jason Thomas (27); 7. Jason McCormick (25); 8. Danny Smith (22); 9. (TIE) Matt Shue/Ty Wallace (20); 11. Jiri Dostal (19); 12. Barry Carsten (12); 13. Jim Neese (11); 14. (TIE) Kelly Smith/Mike Katin Jr./Jimmy Wilson (9); 17. Brian Stone (6); 18. Joseph Oehlhof (5); 19. (TIE) Jeff Gibson/Tallon Vohland (4).

Upcoming Rounds:
Round 3 - Daytona Beach, Florida, March 6
Round 4 - St. Louis, Missouri, March 27

Briefly...

Kawasaki's **Ricky Carmichael** had a tough night in Atlanta. Seventh in his qualifying heat, the 19-year-old Floridian was forced into the second semi, in which he finished sixth. It took a win in the LCQ to get him into the main. Carmichael started outside the top 10 and then moved up to fourth on the 11th lap before falling and dropping two spots to Kawasaki's Jeff Emig and Honda's Ezra Lusk. Undaunted, Carmichael moved back into fourth on the 16th lap, only to crash in the treacherous whoops two laps later. He finished 14th.

The **Dirt Wurx-designed track** featured a few new wrinkles in Atlanta. The start chute was the shortest yet this season, but for a reason: It opened up two new lanes behind the start so the fans at the north end of the Georgia Dome would have more racing to watch instead of just the back of the start. The whoop section, which led to a 180 just before the finish jump, was 190 feet long, the longest this year. There were 13 whoops, which meant a variety of styles were employed to traverse them, but only one fast way.

Team Honda's **Ezra Lusk** hosted the Team Honda and Team FMF squads for some Southern hospitality, along with the chance to ride at one of his four practice tracks in his hometown, Bainbridge, which is about a four-hour drive from Atlanta. Lusk was impressed by teammate Kevin Windham's technique in cutting through the whoop section, which had been made more difficult. After looking at the whoops for about 20 minutes, Windham took the whoops tapped out in fourth gear, something Lusk hadn't done until this week.

Brian Berry, the mechanic for Yamaha's John Dowd, won a free meal at a Waffle House in Tampa at the expense of Team Mazda/Chaparral Yamaha's Jeremy McGrath. McGrath told Berry that if he could fit the entire giant waffle he'd just ordered into his mouth, he'd pay for it. It was no contest, with Berry jamming it clean in without losing a drop of syrup.

Georgian **Shae Bentley** didn't get a chance to race in front of his fellow Georgians, though he is making progress with the right wrist he broke two weeks earlier. Kawasaki's Bentley, from Ellenwood, Georgia, has been working out on his stationary bike after breaking the wrist on Kawasaki's practice track. Bentley has a 3-inch metal plate in the arm and is also in a soft cast for the next week and a half. He plans to be ready for the Pontiac Supercross on April 10.

Even though they were trounced in the Super Bowl by the Denver Broncos, the Atlanta Falcons haven't lost the allegiance of Team Honda's **Ezra Lusk**. Lusk had the Falcons' logo painted on his helmet for the Seattle Supercross, just prior to the Super Bowl. Lusk crashed at the start, scraping up his helmet. He sent it back to painter Brian List, who redid the "Dirty Bird" while adding a new version of Lusk's name to the back.

Ezra Lusk's younger brother **Shane Lusk** made his Hollywood debut just after the Anaheim Supercross. The 12-year-old mini racer was invited to film a segment for "The Dubba Dubba Kids Show" on the WB network. The Saturday morning show focuses on extreme sports. Lusk rode a Honda CR80 at Max Trax, near Valencia, California, for the show on the Sunday after the second Anaheim supercross. The younger Lusk was such a hit on camera that the show, which has yet to be aired, was expanded.

Travis Pastrana, the 15-year-old freestyle jumping champion, showed up in Atlanta while recovering from serious injuries he suffered in a jumping accident several months ago. Pastrana landed 7 feet short on a 120-foot double jump, dislocating his spine from his pelvis. It was clamped together with two screws which left two 9-inch scars and two 4-inch scars. Pastrana plans to increase his repertoire with back flips and double variations on existing tricks, but said he would focus on racing Supercross in the year 2000.

For the second week in a row, **Heath Voss** pocketed the Racer X Gas Card award worth $250. The money is given to the top-finishing privateer in the 250cc class. At Atlanta, Voss finished 17th.

The rider who spent the most time on the track was three-time Atlanta SX winner **Mark Barnett**. "The Bomber," who won at the previous facility, Atlanta Fulton County Stadium, in 1981, '83 and '85, operates a variety of heavy equipment for Dirt Wurx, the company which designs and builds all of the Supercross tracks except Daytona.

Road racers were well-represented at the Atlanta SX, with **Kevin Schwantz**, Muzzy Kawasaki's **Aaron Yates**, and Atlanta resident **Thomas Stevens** in attendance. Schwantz said that he didn't have any plans to race the Busch Grand National series and was selling all of his cars and equipment. "I let my guys go before Christmas," the 1993 500cc World Champion said. Schwantz committed to working with Fast By Ferracci's Larry Pegram before he was asked by American Suzuki if he'd like to work with their four-rider team. "Pegram called and asked me first," Schwantz said. "Mel (Harris) called and said he's got some new riders. I'll help them or Mat Mladin - anyone who'll listen." Schwantz said he would go to most - though not necessarily all - of the MBNA Superbike races.

BUDDY ANTUNEZ GOES ON THE OFFENSIVE FOR STRONG VICTORY IN AMA ARENACROSS ROUNDS 23 & 24.

The secret to a good defense is a good offense. For Primal Impulse Suzuki rider Buddy Antunez, the secret is his Suzuki RM. Antunez used it to overpower the other guys at the Lazy-E Arena in rounds 23 and 24 of the 1999 AMA Arenacross Series. Friday night was a big one, with Antunez storming his way to podium finishes in both the 125cc and 250cc. A tough act to follow, unless you're on a Suzuki. Because Saturday night, Antunez again marched

right past the other riders, this time taking the victory in both the 125cc and 250cc events. The very definition of domination. All this vaults Antunez to the top of the 1999 AMA Arenacross points standings. And he owes it all to his skill and tons of practice. Oh yes, and his Suzuki RM125 and RM250: The two best ways to make the competition defensive.

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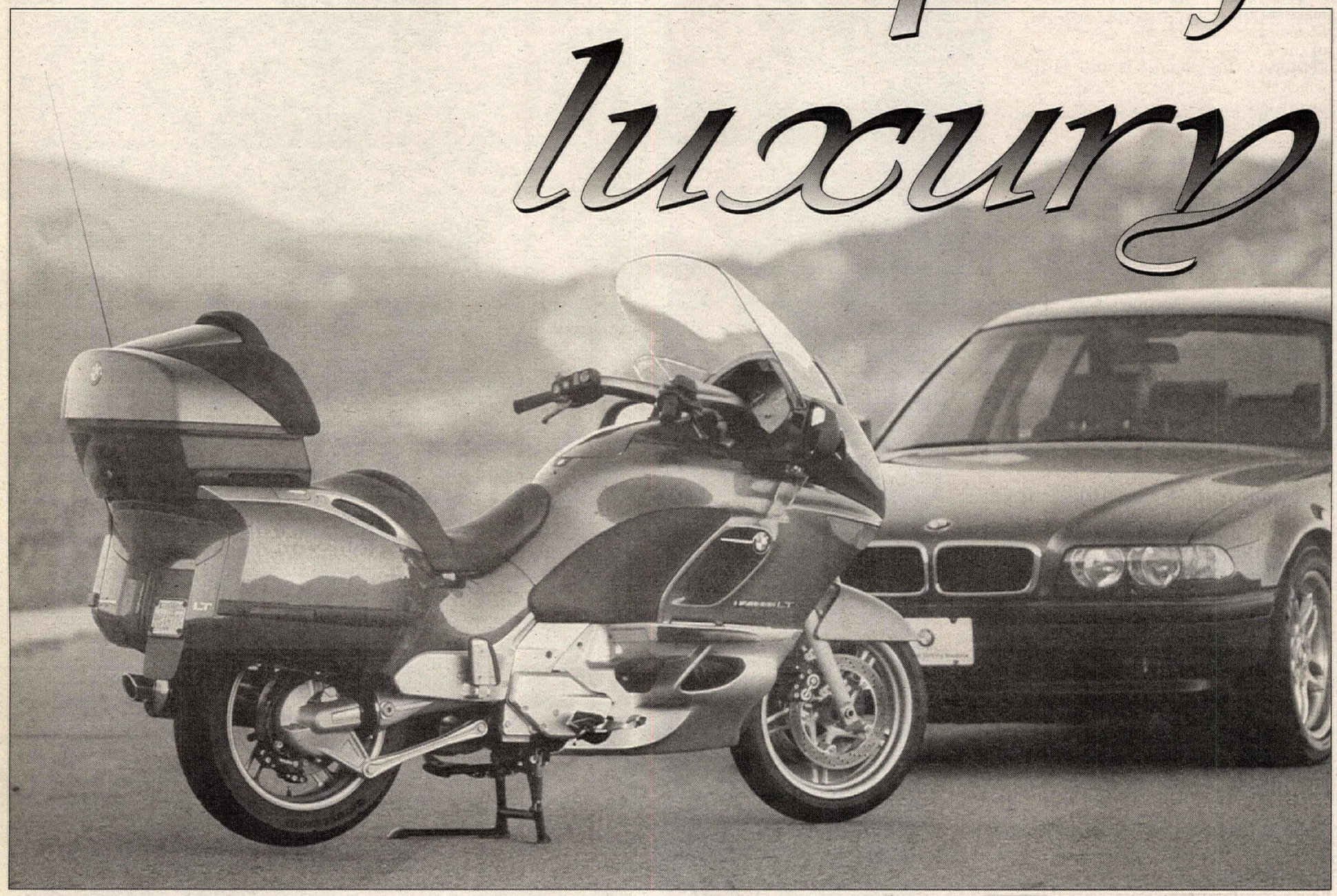
IT'S CALLED A TITLE DEFENSE.
WHAT'S DEFENSIVE ABOUT IT,
WE'RE NOT QUITE SURE.

REIGNING ARENACROSS CHAMPION
BUDDY ANTUNEZ

CALL 1-800-828-RIDE OR VISIT US ON THE WEB AT WWW.SUZUKI.COM FOR MORE INFORMATION. At Suzuki, we want every ride to be safe and enjoyable. So always wear a helmet, eye protection and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. The RM series motorcycles are for closed-course competition and related practices only. Professional rider photographed under closed-course conditions.

In the lap of luxury

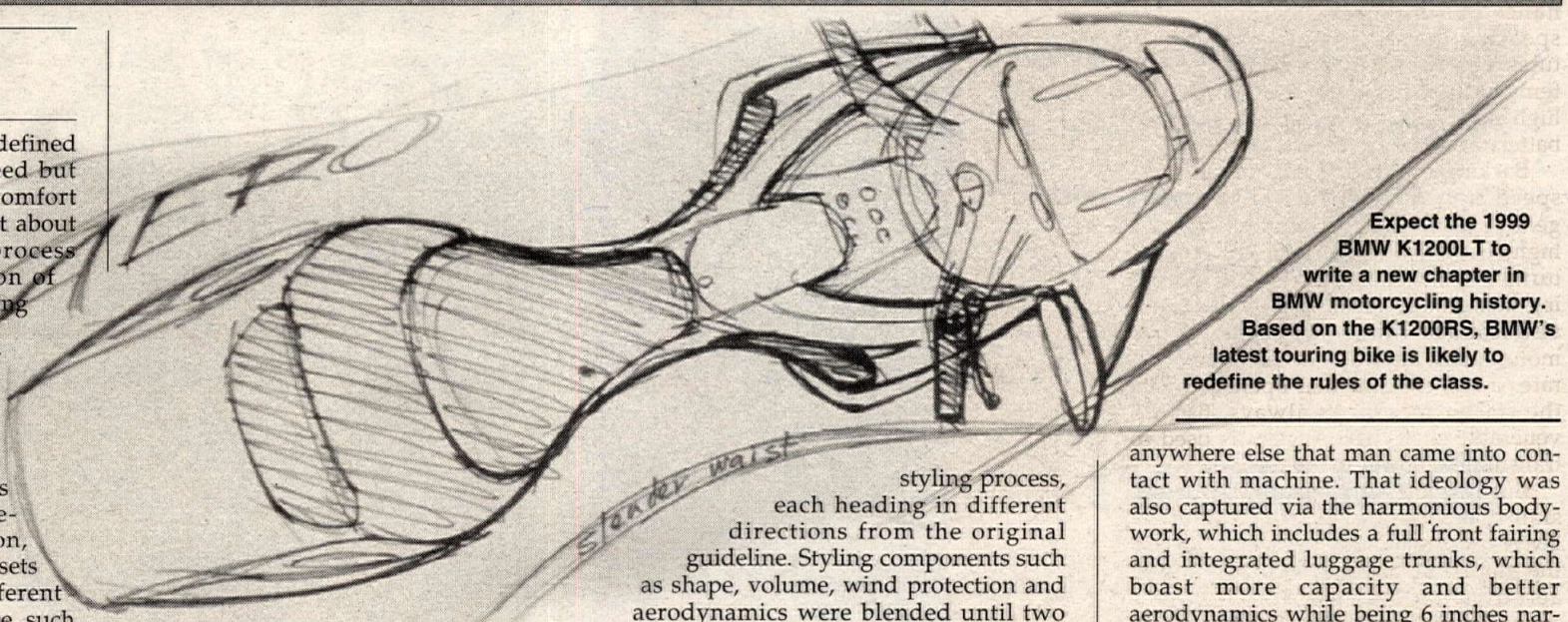


By Scott Rousseau
Photos by Kinney Jones and BMW North America

In a nutshell, luxury can be defined as that which we do not need but which is conducive to our comfort and pleasure. That definition just about sums up the entire thought process behind the design and creation of BMW's latest two-wheeled touring platform, the K1200LT.

"No one rides because they have to," says David Robb, chief of design for BMW motorcycles. "So our challenge then becomes, 'What can we offer to entice people?' In this case, it is luxury, communicated by elegance, clarity, shape, porportion, use of materials - anything that sets the mood. But people have different translations of what luxury can be, such as chrome or no chrome, etc. We at BMW are fortunate to be the only manufacturer in the world that produces both automobiles and motorcycles, so we were able to look at our own vehicles and use our 7 series automobile as our guide. And we set out on our goal to produce the 7 series of motorcycles.

"We feel that the BMW K1200LT meets that goal," Robb continued. "It isn't necessarily meant for the city, although it is quite capable (in city riding conditions). This motorcycle is for experienced, mature riders who want the best."



Expect the 1999 BMW K1200LT to write a new chapter in BMW motorcycling history. Based on the K1200RS, BMW's latest touring bike is likely to redefine the rules of the class.

According to BMW, "the best" began with the use of the new-generation BMW K1200RS chassis as the platform from which the LT would spring. As per company policy, a number of design teams - including those in BMW's Munich, Germany, and Los Angeles offices - were involved in the LT's styling process, each heading in different directions from the original guideline. Styling components such as shape, volume, wind protection and aerodynamics were blended until two incarnations of the LT were submitted for approval. In the end, BMW felt that the LT would succeed with a form that presented the look and feeling of space rather than one that would give the impression of a motorcycle that was trying to travel at outer-space speed.

It would flow, portraying the image of comfort, such as in the soft areas of contact found in the scallops behind the main fairing - right about where the rider's legs hug the bodywork - and anywhere else that man came into contact with machine. That ideology was also captured via the harmonious bodywork, which includes a full front fairing and integrated luggage trunks, which boast more capacity and better aerodynamics while being 6 inches narrower than the bike's predecessor, the K1100LT.

It would also have to be a BMW, embodying the same core values of performance, safety and compatibilty with its intended environment as does every motorcycle that leaves the company's Berlin assembly plant.

So, starting with the same aluminum mainframe as the RS, a massive tubular-steel subframe was engineered to accommodate the increased length of

the new LT bodywork. On each side of the engine, girderwork was added to that subframe for the safety bumpers that might be called upon to keep that body off the ground in case of a tip-over. The chassis cradles the engine with a rubber-mounting system to minimize any buzz from the K motor.

Suspensionwise, BMW needed to make surprisingly few changes from the RS in order to adapt to the requirements of the LT. Up front, BMW's familiar Telelever front suspension is utilized, which BMW claims is ideally suited for luxury tourers, as it provides the best of two worlds: soft, supple suspension and excellent anti-dive characteristics. And the Telelever is virtually maintenance-free. In the rear, an 80mm-longer Paralever rear suspension is designed to create a longer wheelbase for stability's sake and also to provide increased room for the bodywork, which equates to increased room for the rider and passenger. With the change, the wheelbase of the LT is increased to 64.3 inches. The rear-suspension preload on the LT can be easily adjusted to tailor it to varying rider/passenger and cargo loads.

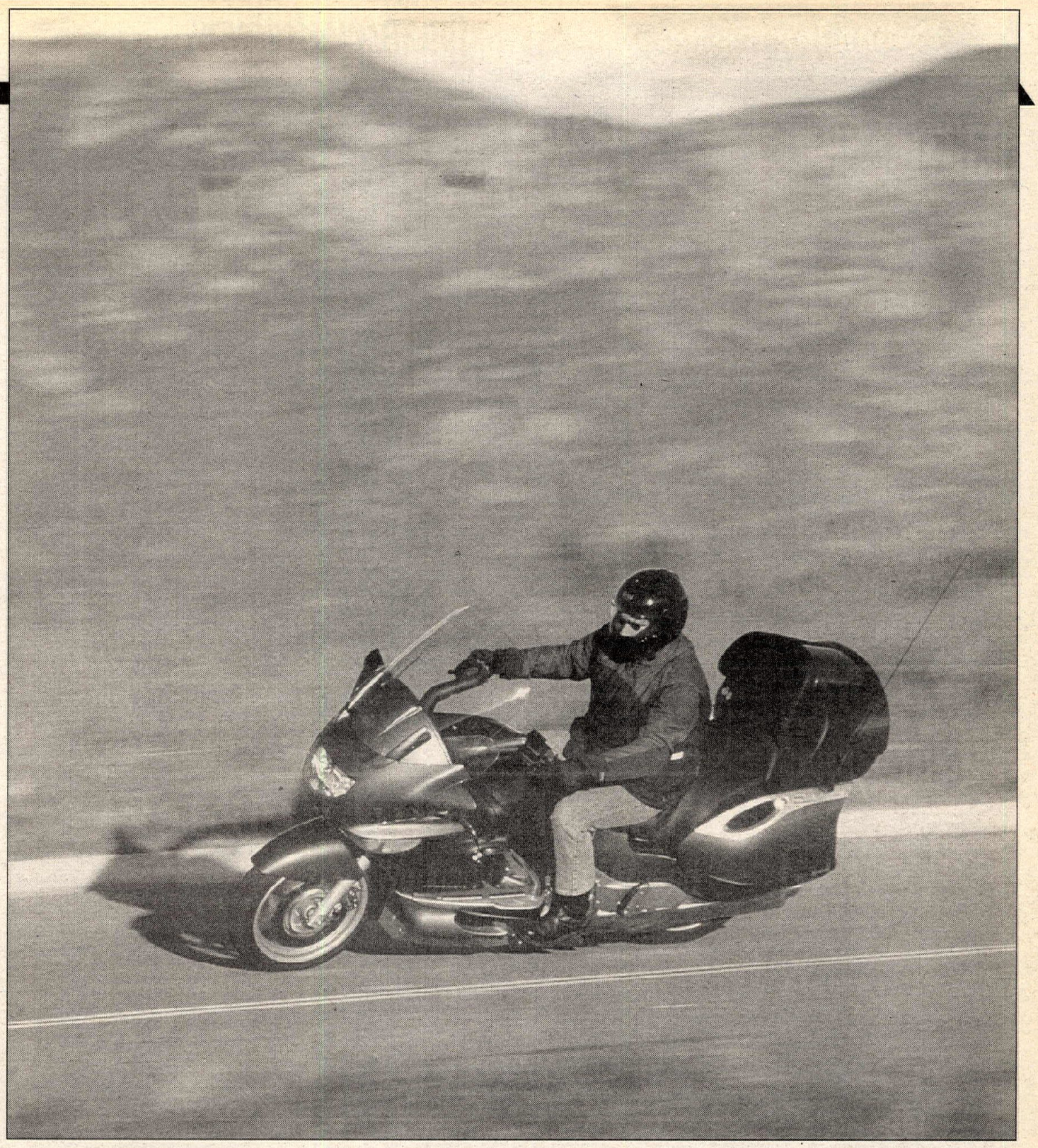
The LT utilizes an innovation in the braking department as well. A pair of 300mm Brembo rotors are squeezed by four-piston brake calipers, while the 280mm rear unit features a twin-piston caliper. And the LT utilizes BMW's standard ABS braking technology which is, surprisingly enough, a first in the luxury-touring segment of the market.

As for the drivetrain, the engine is fundamentally the same as the RS model, with LT-specific tuning specifications. The LT's fuel-injected DOHC 16-valve four is the recipient of longer intake tracts and smaller throttle bodies as well as revised cams, ignition system, and an exhaust system (with standard catalytic convertors - just like all BMWs) that all work in concert to produce better low-end torque. BMW claims that the LT engine will produce 100 hp (at the crank) at 6750 rpm, with a torque peak of 85 ft.-lbs. at 4750 rpm - some 2000 rpm lower than the RS. A Bosch Motronic MA 2.4 electronic engine-management system is the brain that controls the LT's heart. The system includes diagnostic circuitry to aid in any maintenance that might be necessary. And speaking of maintenance, the LT features a battery-charge-management system that boost the engine idle during high electrical usage in order to keep the battery at optimum charge capacity.

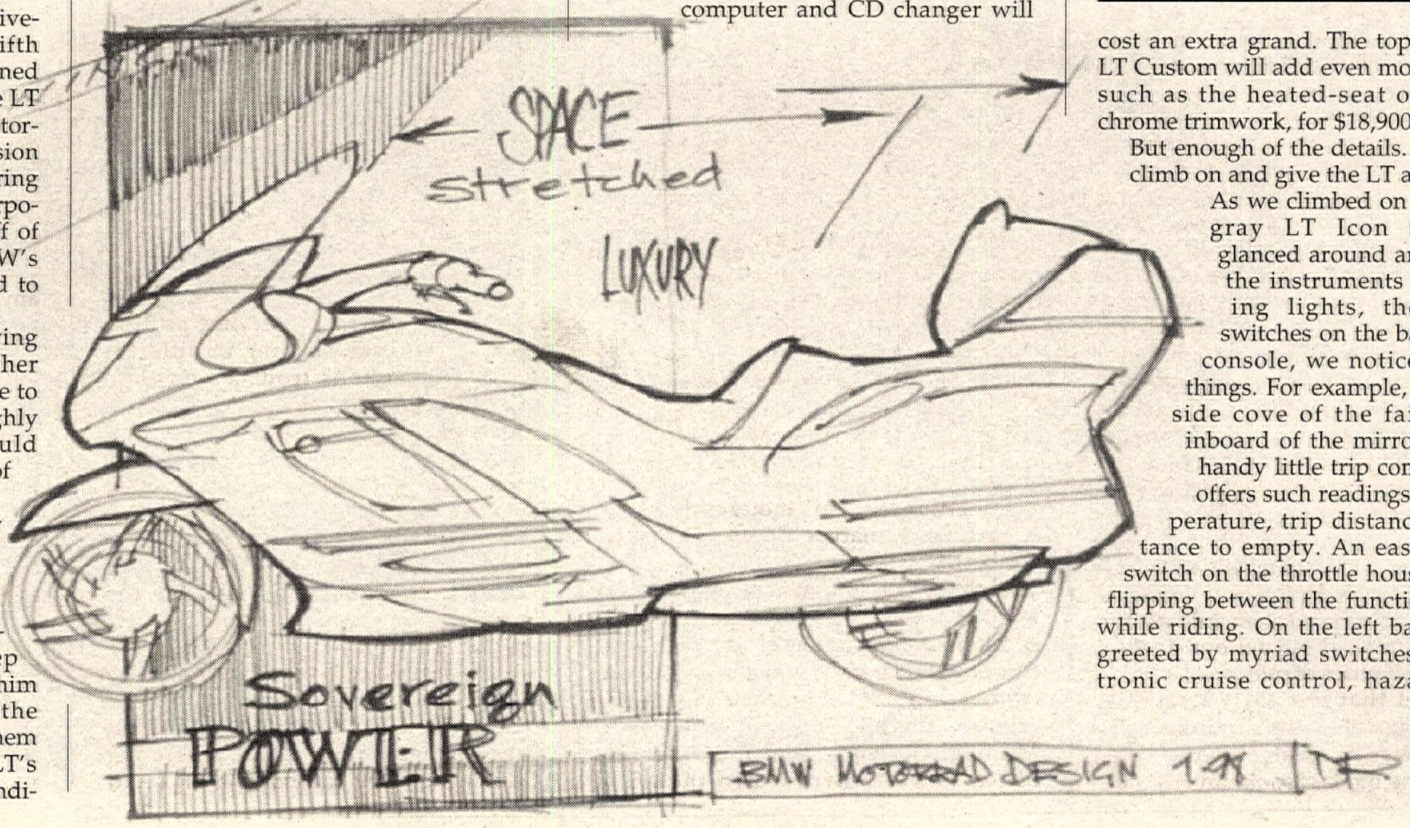
Backing the engine is a unique five-speed transmission that utilizes fifth gear as a pure overdrive for sustained high-speed cruising. In fifth gear, the LT turns a seamless 3000 rpm while motoring along at 62 mph. The transmission also features a first - for BMW touring motorcycles, anyway - in that it incorporates a reverse gear that operates off of the starter motor. As always, BMW's venerable shaft-drive system is used to transmit the power to the rear wheel.

But it is the LT's beautiful, flowing skin that separates it from any other BMW touring motorcycle ever to take to the autobahn. Starting with the highly aerodynamic nose section, it would seem that BMW engineers thought of everything. The front fairing includes both an electrically adjustable windscreen and manually adjustable wind deflectors to influence the airflow around the rider, while the body side panels themselves have been designed to keep unwanted engine heat away from him or her. The bodywork embraces the frame-mounted bumpers, making them unobtrusive in the scheme of the LT's styling. The LT's mirrors and turn indicators also receive the stealth treatment, as they have been molded into the fairing as well. Flowing past the elegantly curved vents above and below the side bumpers, the bodywork gives way ever so subtly to the cockpit, which hosts a plethora of pampering amenities (we will introduce you to them in a moment). The aerodynamic influence continues around the bags and the trunk which, by the way, offer a generous 4.2 cubic feet of total storage capacity.

BMW has also seen fit to offer three levels of trim for the LT. The LT Standard will retail for $16,900, while the LT Icon, with its heated handgrips, onboard computer and CD changer will cost an extra grand. The top-of-the-line LT Custom will add even more features, such as the heated-seat option and chrome trimwork, for $18,900.



Set your own pace: Some motorcycles are built to take you places, but with its incredibly precise (for a tourer) handling and the torquey output from the revised four-cylinder K motor and ABS braking system, the LT is designed to get you places.



But enough of the details. It's time to climb on and give the LT a ride.

As we climbed on our basalt-gray LT Icon test unit, glanced around and scanned the instruments and warning lights, the various switches on the bars and the console, we noticed a lot of things. For example, in the left-side cove of the fairing, just inboard of the mirror pod, is a handy little trip computer that offers such readings as air temperature, trip distance and distance to empty. An easy-to-reach switch on the throttle housing makes flipping between the functions a snap while riding. On the left bar, you are greeted by myriad switches: the electronic cruise control, hazard-lamps

1999 BMW K1200LT

Comfy ergonomics aside, the K1200LT is one plush motorcycle, offering the rider amenities from an adjustable on the Standard model to heated handgrips on the Icon and heated seats on the Custom. All cockpit controls are easy to reach and easy to operate.

switch, the headlight high/low/passing switch, electric windscreen adjuster, and the volume/station select and interrupt buttons for the stereo system. The right handlebar features the aforementioned trip computer control, starter switch and the two-stage heated-handgrip button. And in the right-side cove is a nifty manual headlamp-angle adjuster knob that can be rotated to keep the headlight beam in perfect contact with the road under various cargo loads.

The center console features buttons to control the stereo and casette functions as well as the six-disc CD changer and intercom system (found on upper-range models). Just below it is a small storage bin, which also houses the casette player. The CD player is actually located in the lower right trunk, usurping a fair amount of cargo space.

Bump the big Beemer to life, and you are greeted with a muted but familiar K-motor purr. Warmup time is nil, thanks to the bike's automatic choke system, so it is time to head down the road.

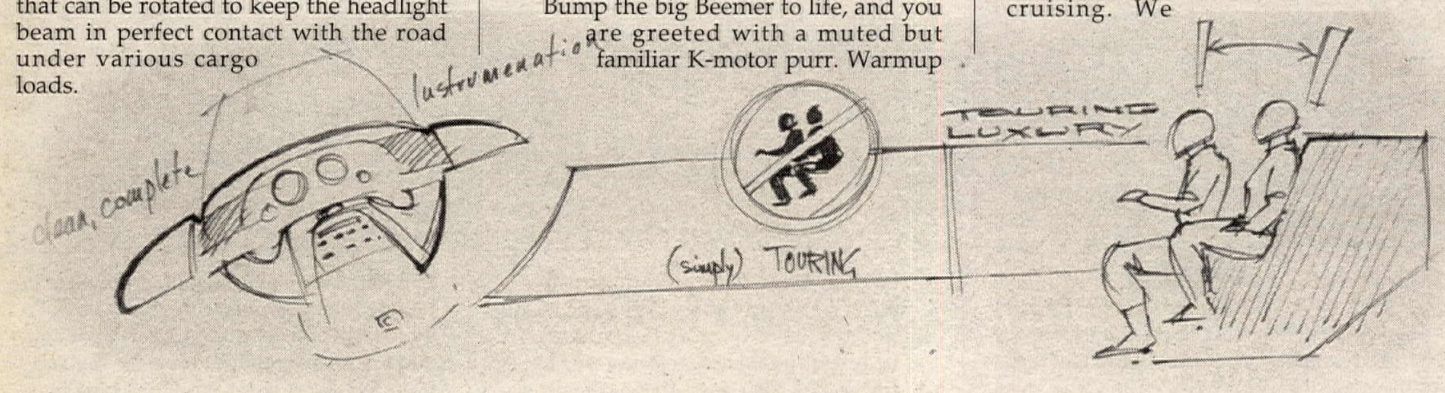
Our first experience aboard the LT came during the bike's U.S. press introduction on the winding country two-lanes outside of San Antonio, Texas, giving us the opportunity to stretch the LT's legs during sustained, 65-plus-mph cruising. We have since also logged several miles on the congested Southern California streets that surround our editorial offices. The verdict? This BMW is one classy machine.

Despite a wet weight of just over 830 pounds, the BMW treats the rider with a very balanced feel. Oh, you'll notice the weight from time to time - particularly just before you put your feet down at a stop sign - but the machine feels very solid nonetheless. It is more a case of the LT exuding a long, low feel than a high-centered tippy sensation that is so often the case when you're aboard other bikes from the class. But the point is to be moving anyway, isn't it?

And you can get moving with the LT's reconfigured four. Power starts down low and affords a linear pull all the way through the rev range before gradually signing off just before the LT's redline. It's pretty impressive, allowing you to either short-shift or rev it up for spirited riding, whichever you choose.

At speed is where the LT is quite at home, thank you. With the 80mm-longer wheelbase, straight-line stability is - as it should be - without question. The mammoth K will run down the road arrow-straight, unlike any touring rig we've ever ridden, even at triple-digit speeds. And yet, despite its limousine length, the LT's steering is surprisingly precise; throw the LT into a sweeping turn, and it can rail around a corner as well as any freight train, anyway. It's no K1200RS, but the LT does its darnedest to try to convince you that it could keep up with its more sport-oriented sibling in the twisties. And in faster sweepers, we believe that it could. There's just a certain flow that you fall into when riding the LT through corners. It's like it's almost too easy to believe that you're on a full-up touring rig. That feeling is definitely aided by the suspension, the 5 inches of Paralever and 4 inches of Telelever isolating all of the road irregularities on your route, and yet offering more than enough of a "sporting feel" to keep the LT from feeling wallowy when pushed hard.

The ABS-equipped Brembos do their job nicely when the time comes to haul the LT down from speed as well. Minimal effort invested at the lever yields big dividends in power and feel. Like we said before: *precision.*



1999 BMW740i

7 series heaven

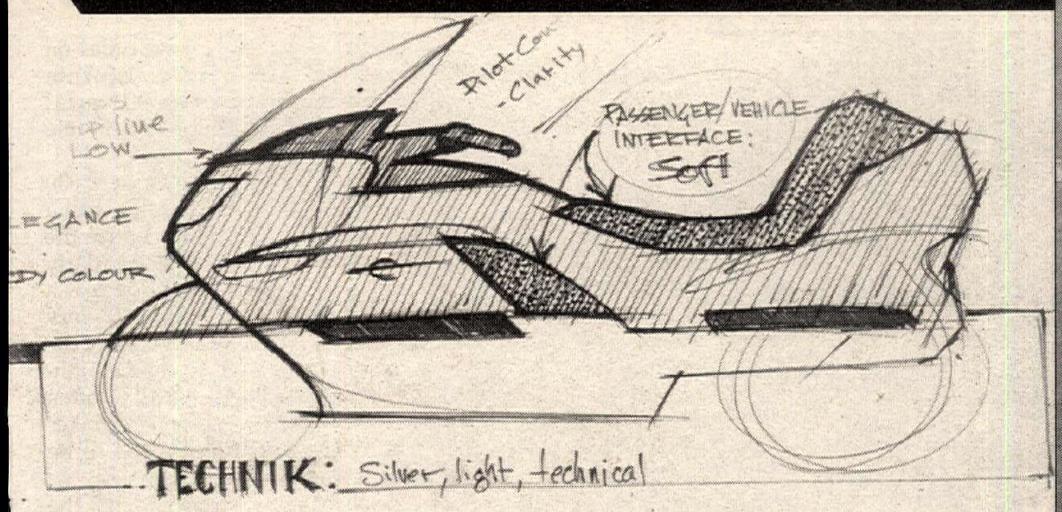
When we came up with the idea of shooting the new BMW K1200LT with one of BMW's 7 series automobiles for our cover, we never dreamed that we would actually be given the opportunity to keep the car for a whole week. But that turned out to be the case, as bad weather and deadline hassles kept us from nailing the cover until one day before the car was to be returned.

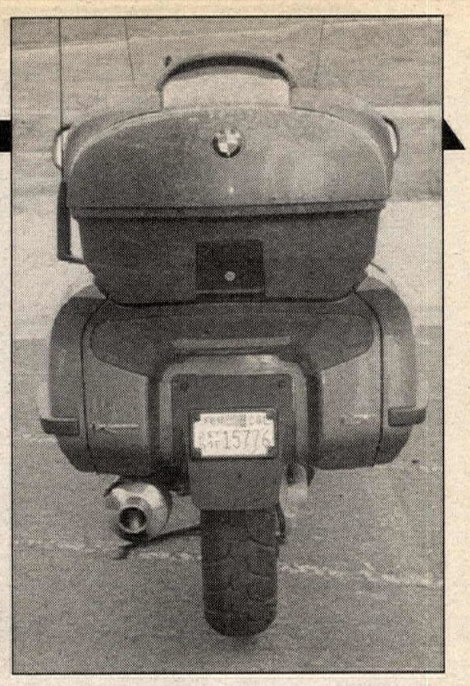
Sure didn't bother us a bit, as the 740i gave us one more chance to dip into the lap of luxury BMW-style. While our loaner is considered to be one rung below the top-of-the-line 750i, that's okay for two reasons: 1) Our LT was an Icon model, one rung below the top-notch LT Custom, and 2) the 740i featured the new-for-'99 sport-package option, making for a worthy comparison with the motorcycle.

During our short time with the 740i, we quickly came to appreciate its aggressive looks, with its low-profile tires mounted on 18-inch Motorsport-issue parallel-spoke wheels. And we loved its performance. Stomping on the throttle unleashed the EFI 4.4-liter V-8. The VANOS variable valve-timing technology utilized in the motor definitely aided in producing excellent torque - 24 ft.-lbs. more than last year's 310 ft.-lbs. - and propelled the car forward with authority. For the lazy man, the BMW's steptronic five-speed automatic transmission shifted precisely without assistance, but we couldn't resist slipping the shifter into sport mode and banging a few gears ourself. Handling was razorlike for a 4300-pound vehicle. The 740i's ability to run flat through high-G curves constantly impressed.

On the road or in town, the 740's civility was equally admirable, with its endless supply of gadgets and power amenities never ceasing to amaze us (you mean it will do *that*, too?). We especially loved the Alpine GPS receiver, which could literally *tell* you where you were, where you wanted to go, and provide you with a digitized map of your route.

Of course, as you might have guessed, all of this comes at a high price. A 740i such as our loaner carries a price tag of $69,070, making the LT the more affordable, if not more practical, choice. But even if you will never own one, you should take a closer look at BMW's automobiles. They did, and it brought us the K1200LT. And even if you're not a car buff, one ride in the 740i ought to convince you that BMW's best motorcycles are yet to come.





Unfortunately, the same could not be said of the transmission on our test model. Granted, it is really a minor complaint, but as well as the rest of the LT functions, the transmission's feel could stand to be a bit better. The action is rather notchy, and we even managed to a miss a gear or two under acceleration. On the plus side, however, the long-legged, overdrive fifth gear is awesome, putting the engine in a rather sweet spot in the powerband for either low-speed cruising or warp-speed touring.

And the reverse is a godsend: Should you find the nose of the LT pointed downhill in a parking space somewhere, fear not. Simply put the bike in neutral, reach down by your left foot and rotate the knob from the "F" to the "R" position, then thumb the starter button. The starter motor will engage the tranny and torque you right out of your predicament. It's not the bike's most original feature, but it is a welcome one nonetheless.

Long days in the saddle are to be enjoyed on this motorcycle. The LT's two-position adjustable seat, nicely setback bars, adjustable levers and almost perfect footpeg location all make the experience incredibly - well, luxurious, even when the weather is a bit on the frosty side. The LT Icon's heated handgrips do a fantastic job of keeping your fingers toasty (are you listening, Honda?), and on the LT Custom, you can get a heated-seat option that keeps your posterior warm, too. In fact, your passenger will have it even better than you, as the heating element extends all the way up the backrest of the second seat and can be controlled separately, as can the functions for the volume of the stereo and for the intercom. The passenger also has access to his/her own electrical socket for use with BMW's thermal riding apparel when the going gets really cold.

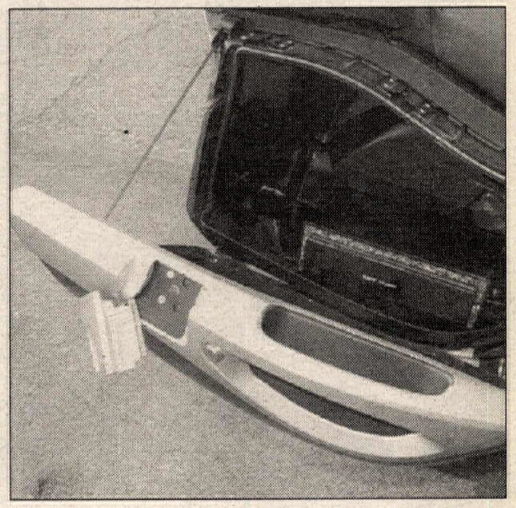
Wet-weather riding is also tolerable, thanks to the deflectors that are juxtaposed on either side of the windscreen. When the screen is in the full upright position, it feels like you are effectively tucked away behind a transparent wall. The wind deflectors below the mirror pods do a decent job of keeping moisture away from your legs as well. So don't stop.

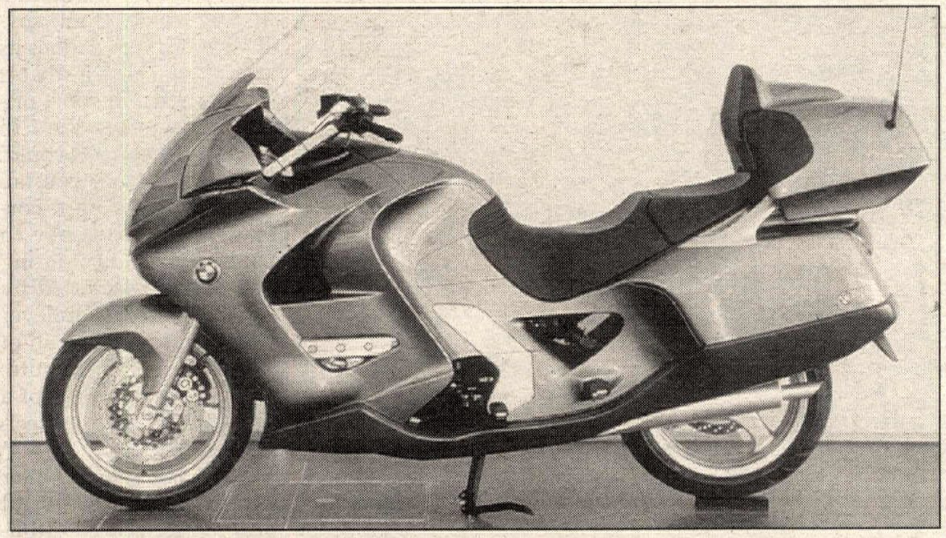
You won't have to anytime soon. No doubt in part to the LT's aerodyamic styling, the bike is pretty fuel-friendly during extended motoring. On the computer, our test machine was delivering 43 mpg. We're not sure how accurate the reading was, but with a 6.2-gallon tank, you can expect the LT to stretch well over 200 miles between stops at the pump.

Wet or dry, the BMW's Kenwood (for the U.S. market) stereo system offers plenty of entertainment in transit. The six-disc changer worked flawlessly, never skipping a beat over the bumps, humps and occasional railroad tracks that we crossed. And the automatic servo volume control set a new standard in terms of accuracy and repeatability, increasing the volume smoothly as our speeds increased and decreasing it equally as smoothly as we came to a stop.

So here comes the bottom line: The BMW K1200LT is an absolutely incredible touring motorcycle, a worthy addition to the Munich firm's new generation of two-wheelers. In the LT, BMW has built a tourer that can now compete with any motorcycle in the category - new or established - and win. The 7 series of motorcycles? We believe it, but this is one example of a luxury in life that you shouldn't pass up. **CN**

(Above left) Dual 300mm Brembos with four-piston calipers and ABS make for powerful, almost worry-free braking.
(Above right) Where do ya hang the chrome light bars? The LT's slimline styling is evident from the rear.
(Right) Located in the right-side trunk, the six-disc CD changer comes standard on the Icon and Custom models.
(Below left) A proto photo: Two BMW design teams worked independently of one another, producing mock-ups of the LT such as this decidedly more sporting version. Only the best ideas from both were utilized on the final version.





Another view

I knew this bike was going to be nice, but *this* nice?

Having just spent a few days touring on Honda's Gold Wing in Southern California's high desert, I was anxious to swing a leg over BMW's all-new grand tourer, but - to be honest - I didn't give the LT much of a chance. After all, there was no way, I thought, that the BMW could really stack up against the king of touring, the Gold Wing. Boy, was I wrong.

I immediately fell in love with the new LT. I've always especially liked many of BMW's upper-line models for their gadgetry: electronically adjustable windscreens, heated grips, adjustable seats, to name a few. But I've always felt that the overall ride (plushness, to be more specific) and the overall power output of these bikes have usually left me desiring a little more. So you can only imagine how surprised I was when I opened up the throttle on the new LT for the first time and felt it really move. And when I hit that first bump in the road, well, I simply never felt it. This bike feels as though it's riding on a mattress of air. Right away, my two biggest concerns about the new LT were answered. The rest was gravy.

Much of my commuting time is tallied during early-morning winter hours, so I like it when the manufacturers do everything they can to keep the rider comfortable, and BMW is one of those manufacturers who do. Heated grips, a heated seat, easy-to-use sockets for heated vests, well-placed wind deflectors and that huge, adjustable windscreen make those predawn departures easier to accept.

I also enjoyed the LT's easy-to-use audio system (which, by the way, sounds far better than that of any previous BMW model), the comfortable seat and the bike's modern styling, which BMW is hoping will attract more younger riders into the touring market and, even better, onto their bike.

Although the new LT is about as big as any motorcycle gets, it doesn't feel that way. Beads of sweat did not form on my body when I was threading the rather narrow and stable (at fast or slow speeds) Beemer through traffic, and the bike feels nimble and light for such a big machine. Maneuvering the bike in parking lots is simple, too, much of which has to do with a simple-to-use reverse system.

What didn't I like about the LT? Not much, really. Shifting is a little notchy (I hit neutral more than once while clicking up from first to second) and the front brake squeals a bit. The throttle feels a little heavy, so, for me, the cruise control was more of a necessity than merely an accessory.

Overall, I'm pleasantly surprised with the new LT. BMW did not hold anything back with this one, and it is quite possibly the best tourer I've ever ridden.

Kit Palmer

1999 BMW K1200 LT

Specifications

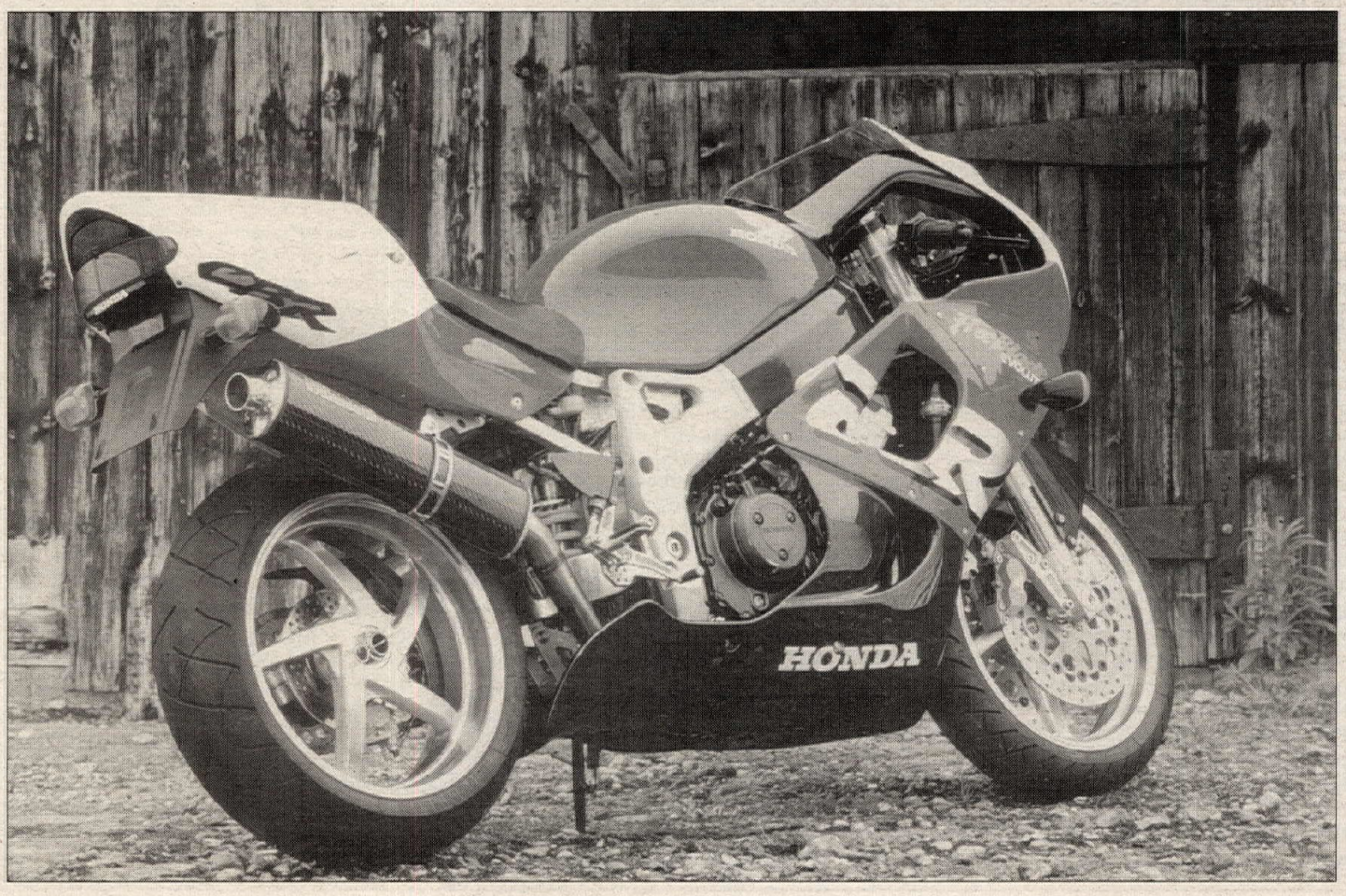
Engine	Liquid-cooled, DOHC, inline four-cylinder, w/ four valves per cylinder
Bore x stroke	70.5 x 75mm
Displacement	1171cc
Carburetion	Bosch Motronic EFI throttle bodies
Ignition	Bosch Motronic engine-management system
Transmission	5-speed
Final drive	Shaft
Frame	Chill-cast load-bearing welded aluminum
Swingarm	BMW Paralever swingarm
Rake/trail	26.8°/NA
Wheelbase	64.3 inches
Seat height	30.3/31.5 inches
Suspension	
Front	BMW Telelever, 4.0 inches of travel
Rear	BMW Paralever, adjustable preload; 5.12 inches of travel
Brakes	
Front	2 x 300mm Brembo floating discs w/ four-piston calipers and ABS
Rear	Single 220mm Brembo disc w/ twin-piston caliper and ABS
Wheels/tires	
Front	light alloy five-spoke, 17-inch x 3.5-inch MT-H2 w/ Bridgestone G701 120/70 ZR17 tubeless radial
Rear	light alloy five-spoke, 17-inch x 5.0-inch w/ Bridgestone G702 160/70 ZR17 tubeless radial
Fuel capacity	6.18 gallons (including 1-gallon reserve)
Claimed wet weight	834 lbs.
Suggested retail price	$16,900 (Standard) $17,900 (Icon) $18,900 (Custom)

Turning up the heat

By Alan Cathcart
Photos by Phil Masters

It's a bit of a mystery, this. I mean, Honda goes and invents a new kind of motorcycle by creating the brilliant CBR900RR, deservedly tops the sportbike sales charts with it around the world for half a decade while waiting for the others to catch up, and then, when Yamaha and Kawasaki finally do so with the R1 and ZX-9R, Honda does - nothing. Well, apart from a few detail changes introduced for '98 to make engine and handling more user-friendly.

Result? The bike that single-handedly created the hypersports category increasingly looks like yesterday's



(Above) After creating - and ruling - a whole new class of motorcycle, Honda's CBR900RR suffered a blow with the introduction of Yamaha's R1 and Kawasaki's ZX-9R. The CBR900RR FireBlade Evolution is the response. (Right) The bike is full of trick hardware, from the single-sided swingarm to the Ohlins fork to Dymag wheels. The all-new styling - by British styling guru and *Cycle News* contributor John Keogh - keeps the essential character of the CBR900RR intact while improving the overall design, not the least of which was the addition of fresh-air intakes for the airbox.

papers, when stacked up against the likes of the R1 - even if it continues to set the pace in the showroom, as well as on the race track.

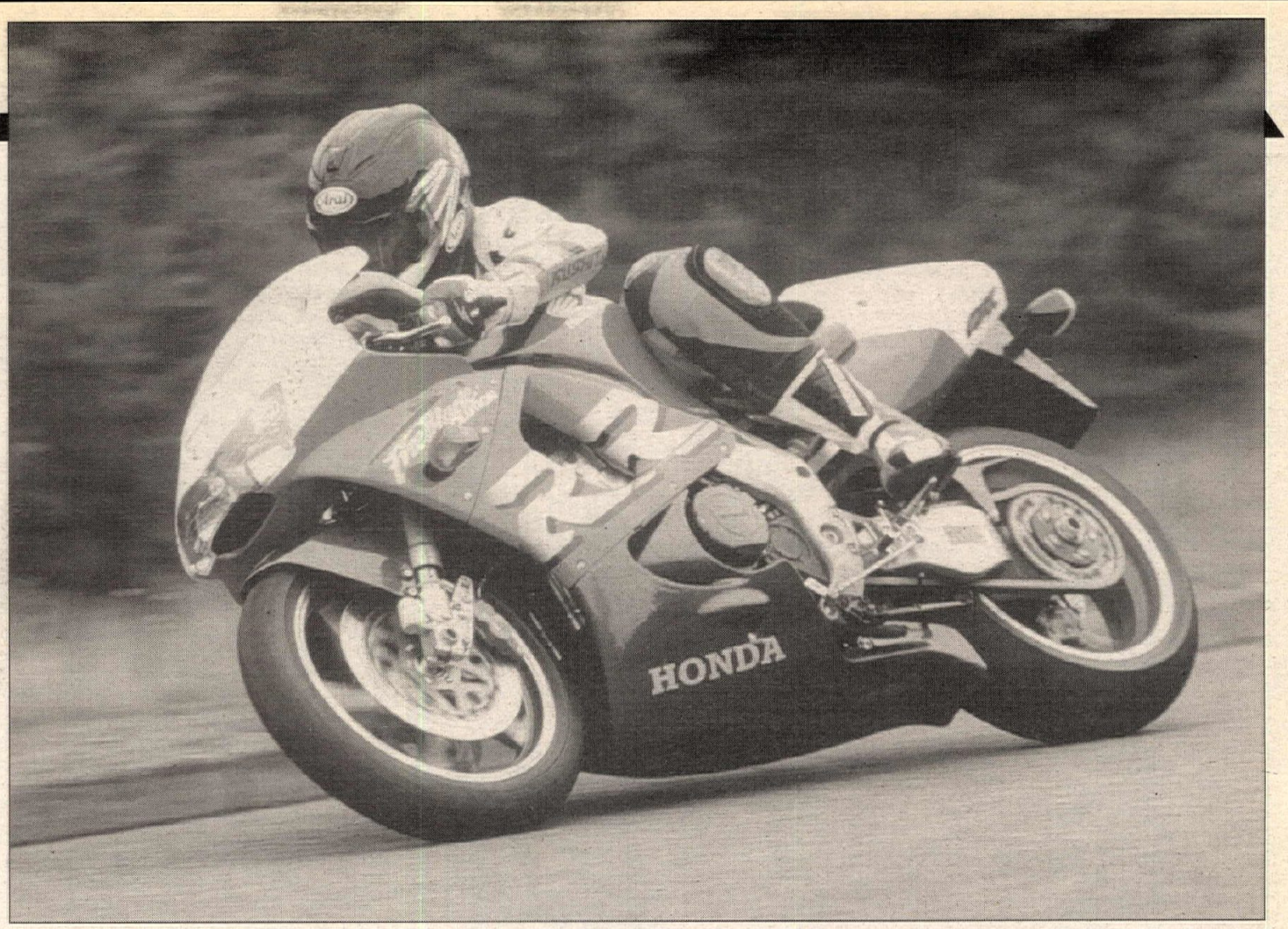
For, while Jim Moodie delivered to Honda a 50th birthday present in 1998 by winning the world's most prestigious street-bike race, the Isle of Man Production TT (clocking up Honda's 100th TT victory in the process), on the Honda Britain CBR900RR prepared by RS Performance, and Steve Plater clinched the British Powerbike title on a tuned-up, slick-shod 900RR from the same source, Honda's sportbike supreme has continued to lead sales around the world - partly thanks to a shortage of R1 and Zee-9 product, but partly also to the fact that, the RR is still the benchmark bike of the late 20th century for thousands of customers the world over.

It's called building on success - but first you have to have the success to build on, and in establishing a whole new category of performance motorcycles when it was launched back in 1992, the CBR900RR did just that. In spades. Only, you can have too much of a good thing, and while we won't ever know exactly why Honda has opted to keep the fundamental CBR9 essentially unchanged in the face of the commercial challenge represented by the R1's more radical approach, the fact is that a replacement for the CBR900RR, the FireBlade (as it's called in Europe), isn't scheduled to appear for at least another two years.

Good for existing customers in maintaining trade-in values, less so for those tasked with keeping Honda's end up on the showroom floor - or the race track, where the men charged by Honda Britain with running their street-bike-derived race operations, RS Performance boss Russell Savory and team manager Mick Grant, could foresee a tough year ahead in 1999.

Alongside the task of repeating their '97 British Supersport 600 title (followed by a dead heat on points with Suzuki for the '98 crown) with the just-launched, all-new CBR600, RS saw problems in terms of defending Honda's Production TT supremacy, as well as making the 900 competitive in the British Production Championship due to be run in conjunction with Europe's leading domestic Superbike series in the UK next season.

"Racing sells sportbikes, so for Honda Britain, we knew it would be commercially important to keep the CBR900RR up front," says Savory. "It's such a good bike that in spite of being five years old in concept, we were able to do just that in the R1's debut year this season - but the chances of doing so again after they'd had a year's R&D on their new bike are less likely. Other Honda importers around the world have the same problem, so with the growth of big-bore street-bike racing internationally, we foresaw a good market for a limited-edition Evolution version representing the next step along the performance path of what is a fine value product as a volume-production sportbike, to be built in Britain but hopefully available to special-order through selected Honda dealers in other countries. We'd already struck up a good relationship at the TT and afterward with leading Honda engineers like Tadao Baba, the 'father' of the CBR900RR, and Kyoichi Yoshii, the leading project engineer at Honda Europe's R&D base in Germany, and they showed interest in the idea on an informal basis, even if they obviously couldn't formally commit the company to anything up front. So we went to Honda Britain with the proposal - and that's how this all came about."



Chassis geometry is unchanged from the stock 900, though the front wheel is changed to a 17-incher since there are better tire choices available.

The idea of building a better RR delivers commercial as well as competition potential, as Kawasaki already discovered with the ZX-7R-based Muzzy Raptor, developed by its road race affiliates as a limited-edition, high-priced sportbike option, available to order through Kawasaki dealers, but with different aesthetics and improved performance compared to the stock bike from which it's derived - plus the chance to go racing successfully with the result.

That's exactly the basis on which Honda Britain gave the RS-developed CBR900RR "EvoBlade" the green light. Though the actual mechanics as to how it will be retailed have yet to be determined (product-liability considerations for a bike built in Japan but modified in the European Union being the main consideration), production will commence early in January of a minimum run of at least 250 bikes (more than most Bimota models!), using the factory unit adjacent to the RS Performance race operation where the company has already built 200 50th Anniversary Limited Edition CBR900RR and VTR1000 street-bike specials for Honda Britain. What's more, the CBR900RR FireBlade Evolution will be fully homologated for street use in the European Union, which allows it to be sold (and raced) in many other countries, even though RS and Honda Britain are for obvious reasons initially focusing on British sales.

The all-new distinctive styling was cleverly concocted by British design guru John Keogh (creator of the acclaimed Vee Two Squalo, among his several bike creations), which, in spite of some reference points from the NR750 and RC45, retains the trademark FireBlade family resemblance. After riding the preproduction version, it seems pretty clear that Honda Britain and RS Performance are probably going to have to plan an upward revision of their initial production target (originally based on a careful reading of the Production TT rulebook: 250 units is the minimum needed for homologation of any one model), in spite of a high sticker price yet to be finalized.

"It'll be upwards of 15,000 pounds (about $24,750), which will be good value for a high-profile, low-volume, prestige version of such a popular motorcycle, because of the level of specification and performance it'll encompass," says former TT star and GP winner Mick Grant, who has played a key role in the EvoBlade's evolution. "We're basically treading on 916SPS Ducati turf, except this will arguably be better value, and have Honda's name behind it."

Customers will only be able to buy the Evolution as a fully built-up bike ready for the street in a choice of three colors, though it can be supplied in primer at a nominal discount for anyone only interested in racing one. The only option will be the all-black STEALTH version (standing for Styling, TEchnology, Aerodynamics and LightweighT Homologation, according to Savory - which says it all, really!), which can be ordered with unpainted carbon-fiber Dymag wheels and bodywork, and a magnesium single-sided swingarm as fitted to the prototypes, instead of the aluminum one on the production version, at extra cost.

Otherwise, all EvoBlades will have the same spec as the bikes I rode - the result of a wish list concocted by Savory and Grant in considering how to keep the CBR900RR at the front of the Production pack in coming seasons. At the top of the list was more fuel capacity (two laps of the TT course is marginal with the stock 4.8-gallon tank), as well as improved braking and more horsepower, to counter the raised stakes represented by the R1/ZX-9R's real-world output of 130 bhp at the rear wheel, compared to the 115-118 bhp delivered by the fleet of FireBlades tested on the RS dyno, or the 123 bhp at 10,750 rpm produced by the blueprinted motor of Moodie's TT winner.

Working on the basis of the tuned-up RS SuperBlade that Steve Plater took to the British Powerbike title, Savory's stated aim was to produce a power-up engine package that was still user-friendly on the street, recognizing that this is where most of the bikes built will, after all, end up.

That meant retaining the standard bore and stroke, but balancing the stock crankshaft, rods and pistons, while the crankcases are modified to improve breathing. The cylinder head has been ported and flowed (but retains the stock 11.1:1 compression) and then fitted with RS Performance camshafts with a little more duration and a lot higher lift - enough that the cylinder head must be machined to accept them. Valves are stock, but fitted with special RS springs and keepers, and are fed by a bank of 41mm Keihin FCR flat-slides incorporating a TPS throttle sensor, instead of the stock 38mm Mikuni CVs.

An all-new ignition box is employed, delivering a revised curve and higher 12,200-rpm rev limit, while the custom-built titanium exhaust system is made to RS spec by Parallel Motion and fitted with a Micron can, which on the customer bikes will almost certainly have a titanium wrap rather than a carbon one, for increased durability. But one neat touch is that RS plans to supply each bike with two silencers - one UK street-legal and the other, throatier-sounding one "for track use only." One can already foresee an active aftermarket to help EvoBlade road cans find their way onto stock 900RRs...!

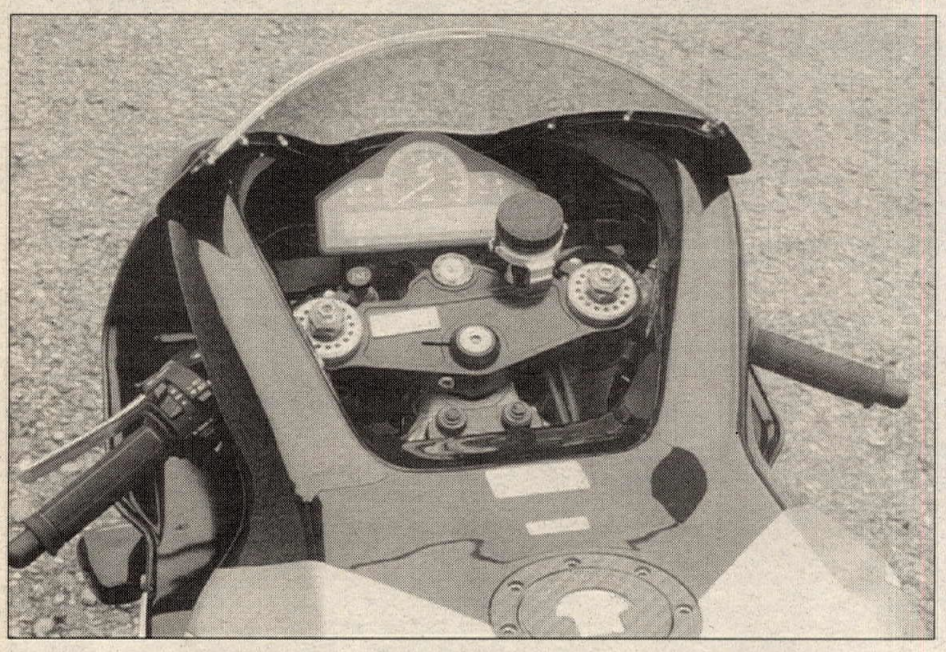
Though not yet fitted to the prototype bikes I tested, Russell Savory says he's set to equip all Evolution CBRs with a specially made six-speed close-ratio gearbox based on the HRC cluster fitted to Plater's Powerbike, and top it off with a speed-shifter as standard - which will have the useful benefit of homologating the flat-shift for Production racing!

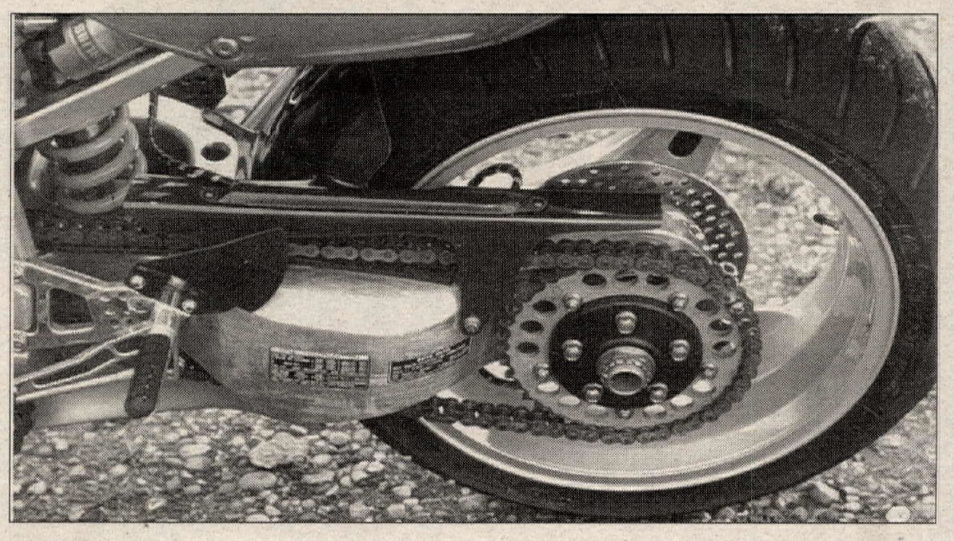
"This is actually a good safety feature which prolongs engine life," he says, "plus, the close-ratio box will not only be better for racing, especially with the higher bottom gear, it'll also cope better with all the extra power we're producing, which the stock FireBlade transmission was not designed to accept."

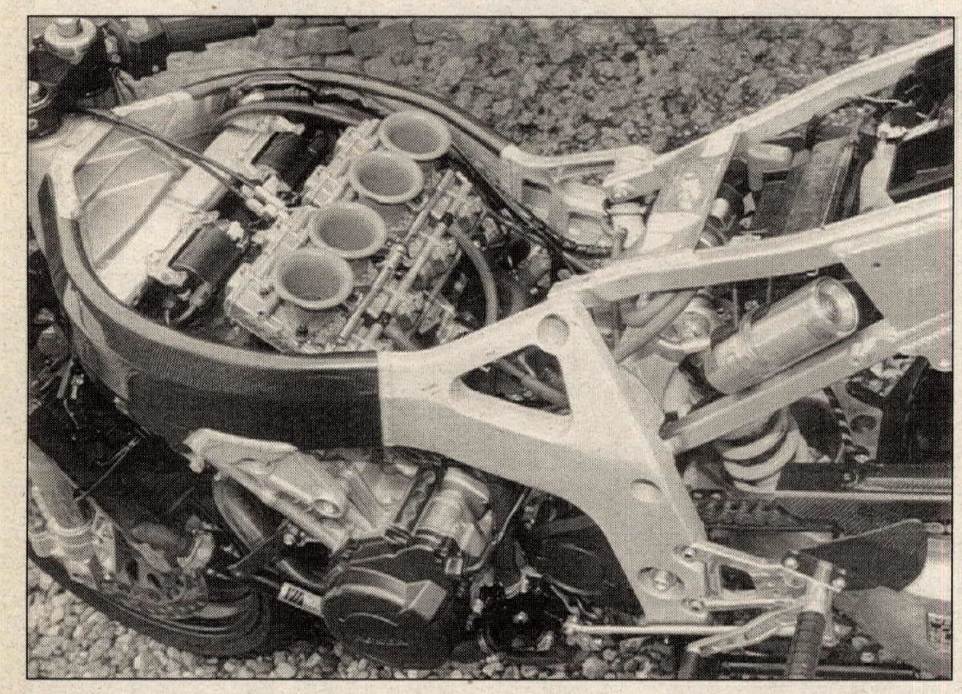
And how much is that, Russell?

"Well, we've still got more work to do on the exhaust and airbox, but at the moment we have 144 bhp at the rear wheel on our dyno, the same one that saw Moodie's TT winner give 123 bhp. But that's at 11,000 rpm, with no power drop before the 12,200-rpm cutoff, and maximum torque of 69 ft.-lbs. delivered at 8000 rpm, then held level till 10,000

Honda CBR900RR FireBlade Evolution







(Left) The gauge package is replaced with the tach front and center and an LCD readout below.
(Above) An Ohlins shock works in the trick single-sided swingarm.
(Below left) The most significant of the RS Performance alterations to the CBR900RR are to the powerplant - 150 hp is claimed at the rear wheel. Keihin flat-slides are part of the package, as are high-lift cams.

revs. For sure, the customer bikes will have over 150 bhp at the wheel, but it's the power curve that's so attractive: We have 88 bhp at 7000 rpm, 107 at 8000 revs, and 122 at nine grand. It's a lovely, progressive delivery that is like milk until 9000 rpm; then after that it becomes cream!"

Well, casting aside Savory's dairyman day job, savoring his tuning talents from the hot seat confirms this mission is accomplished as far as Honda hardware is concerned: It's an R1 wrapper. That's once you've persuaded the SuperBlade to light up from cold, not so easily accomplished on a bike equipped with what are essentially a set of racing flat-slides, but once it coughs into life - accompanied by the trademark clatter from the FCR Keihins - get ready to be impressed.

This is a long way from the somewhat oversanitized road-burner that the stock FireBlade has now become: Now, once again, it's a devil in disguise. Throttle response is brutal in its effectiveness: Though not so sudden it'll unhook the back wheel on a damp surface, it is extremely vivid and, says Savory, helps the Evolution leave a stock R1 they've been testing it against standing, en route to a top speed trapped at 176 mph - so far.

"Once we get some proper gearing and refine the specification, there's no doubt we'll have a 180-mph street bike," he says.

Okay - maybe so, and time and a side-by-side shootout will confirm who's king, but for street-bike customers, the big bonus is the Evo's awesome acceleration, arguably the best I've yet sampled on a motorcycle with a license plate. From 7000 rpm up, the Evo comes alight, picking up engine speed much faster than a stock CBR, as the needle on the computerized Stack tacho unit (incorporating a three-way choice of readouts as well as a basic telemetry package) rockets toward the 12-grand redline. Suddenly, above the glorious howl from the Micron exhaust, you're aware that the digital speedo is registering 150 mph - and you're still in fifth gear! Equally impressive is the roll-on performance, especially between 60 and 100 mph in fourth gear, when the Evo sets new standards for muscular pickup coupled with instant throttle response. Just think about twisting that wrist, and you'll see an extra 40 mph on the dial instantly. Sorted!

The stock FireBlade's performance will grab your attention - but this is a step beyond. How come?

"The biggest performance restriction on a standard CBR is that they don't breathe enough fresh air," says Russell Savory. "Being designed in the pre-airbox days, with just a small gap above the radiator that everything has to flow through, it's hard to get enough cold air to the carbs. And no matter how much potential performance you deliver via tuning parts like cams or ignition, if you can't get cold air to feed the engine, it doesn't work. So righting this by installing an airbox was one of the main reasons for developing this bike."

This means that John Keogh's work in restyling the 'Blade also played a critical part in its power-up engine performance, based as it is around the provision of two large-diameter ram air ducts flanking the screen, feeding the large-volume airbox (not sealed, though) via the curved ducting leading to the tank shroud. This hides the larger 6.2-gallon alloy fuel tank fitted as standard, which now drops down behind the cylinder block, necessitating use of a fuel pump.

This provides the key to the Evo's altered riding position compared to a stock FireBlade, where the fatter rear section of the gas tank invites a knees-out posture that is not very aerodynamic and becomes tiring after a while. Keogh has, however, retained the more upright stance of the stock 900RR, which is also therefore more comfortable, compared to the R1's racer-style crouch, and has carefully reshaped the Evo's tank so that your knees are no longer splayed out but are now tucked in, in turn giving more of a sense of control, while the single seat (no passenger option) is also narrower, making it easier to move about and hang off around turns than on the wider stock saddle.

The fairing has also gone on a diet widthwise and now incorporates a full-length aerodynamic bellypan that also contains an oil tray for racing, which on street bikes will have holes cut in it to let rainwater and stones escape.

Together with the slimmer screen, the result is a bike that feels narrower and more nimble than the stock motorcycle, with a riding position that surely delivers a more wind-cheating stance.

Part of this comes from the dent in the tank between the two airducts, which allows you to tuck your helmet right down behind the screen, while the ducting isn't as intrusive as I thought it would be at first - you get used to it quite quickly, though it takes longer to come to terms with the fact you can't see the switchgear, and must operate it by feel.

The tucked-in riding position definitely helps make the EvoBlade feel more agile than the stocker, but RS has maintained the standard chassis geometry, for a good reason.

"The basic FireBlade chassis is brilliant, even compared to the GP-derived geometry of the R1," says Mick Grant. "So apart from going to a 17-inch front wheel simply because of the bigger choice of tires that delivers, there was no need to change anything except the bolt-on hardware. Even then, the standard forks are really good, as we've proved in the TT and Powerbike this season, but as much to satisfy customer expectation as anything, we're fitting upside-down Ohlins up front as well as their rear shock, but using the same fork offset and rear link as the standard bike. Reducing the offset by 5mm for more trail, as Honda did on the '98 'Blade, really transformed the handling, so we've stuck with it."

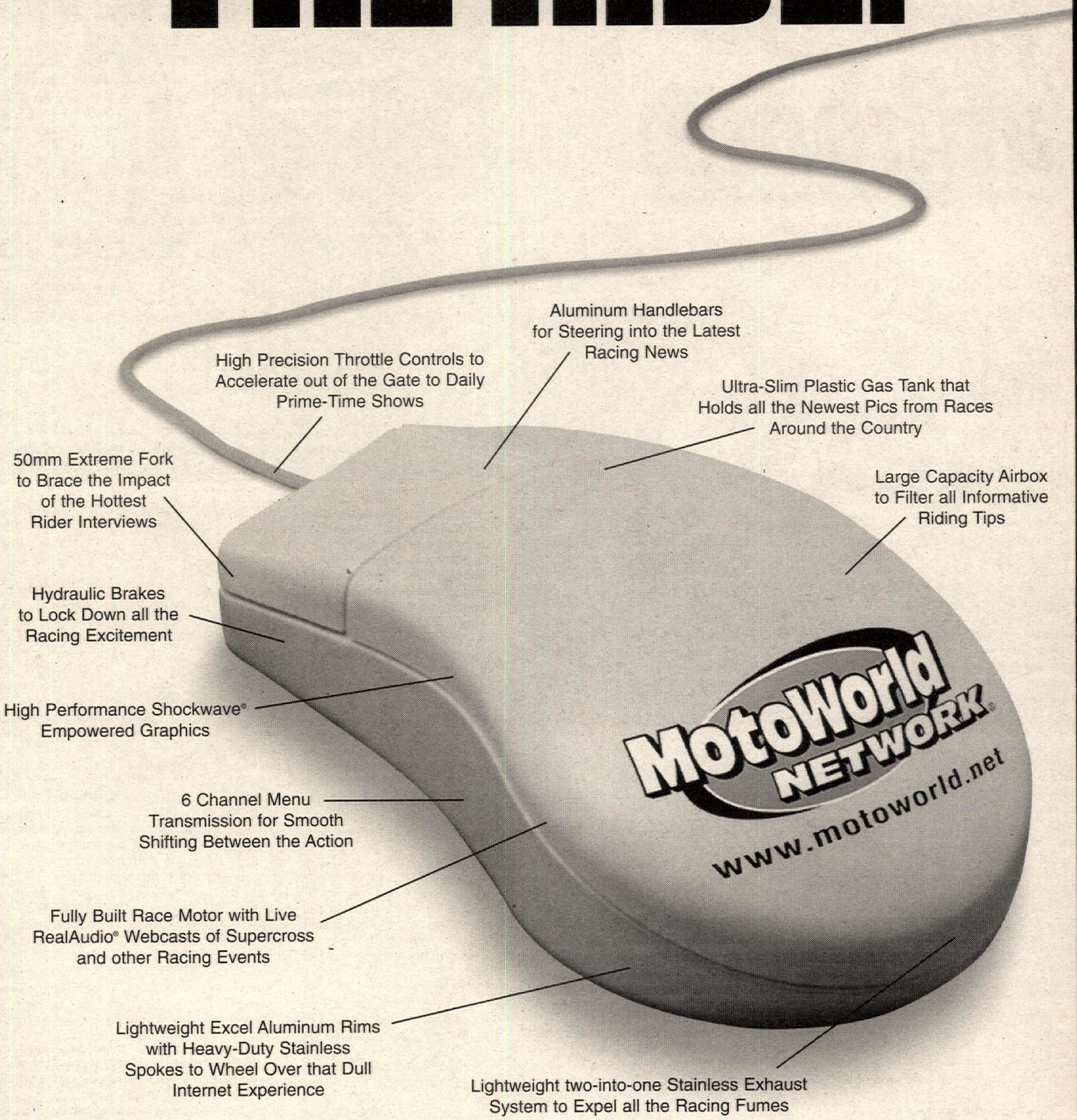
This includes the wheelbase and weight distribution, which remain unchanged even with the installation of the cast Marchesini single-sided swingarm which comes as standard, though the wheels from the same company fitted to the prototypes will almost certainly be replaced by Dymags for production.

Ditto the AP six-pot calipers on one bike I rode: Customer versions will have the Brembo front-brake package I tried on the other bikes - and will be all the better for it compared to the stock 'Blade, whose flaccid braking performance was the only thing I found to moan about when I rode Moodie's TT winner. Same as on any Ducati or Bimota (and aided by the reduced half-dry weight of 402 pounds - with oil/water, no gas - compared to 416 pounds for a stock CBR900RR), the four-pot Brembos on the EvoBlade deliver progressive yet potent stopping power that's a big improvement over stock. It was a good move fitting them; ditto the grippy Dunlop D207 rubber on the prototypes which hooked up well even with all that extra power - though Metzeler and Bridgestone are also in the frame for OE supply.

A nice touch for every customer will be the provision of a separate race stand for each machine, as well as a personalized bike cover and riding jacket. All added value - but maybe the most vital part of the EvoBlade entity will be provision of two sets of baseline settings for geometry and suspension settings for riders of a given weight, one for the road with treaded tires, the other for the race track and slicks - so the customer who gets hopelessly confused with the myriad of adjustments at least knows how to return to Square One. Magic.

Really, that last little touch says it all about the EvoBlade: Honda Britain and RS Performance have combined to produce a real-world hyperbike with significant added performance that's also user-friendly - a power-up version of the world's leading sportbike that may be a racer-with-lights, but is also a street bike supreme. A British Bimota? No - more a hotted-up Honda, built in Japan, but refined in Europe. It's a good idea whose time has come. Full marks to Savory and Grant for concocting such a potent yet ridable response to the R1 rocket ship, which puts the performance ball firmly back in Yamaha's court. CN

GEAR UP FOR THE RIDE.



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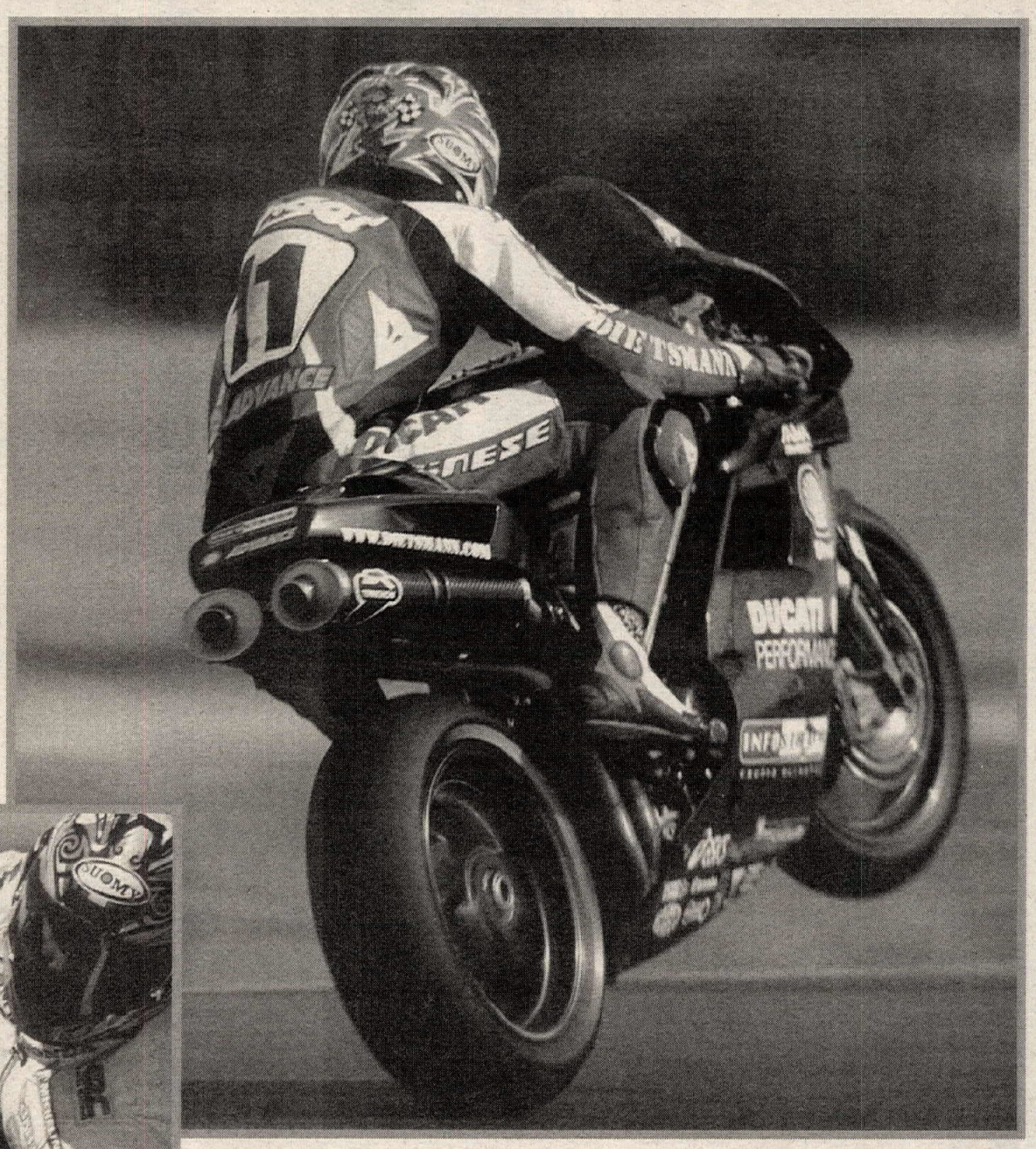
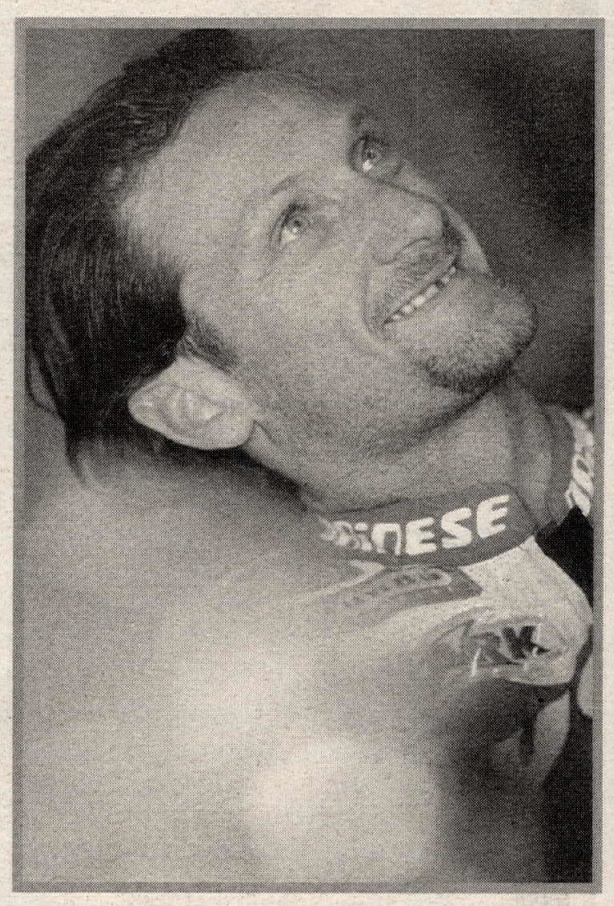
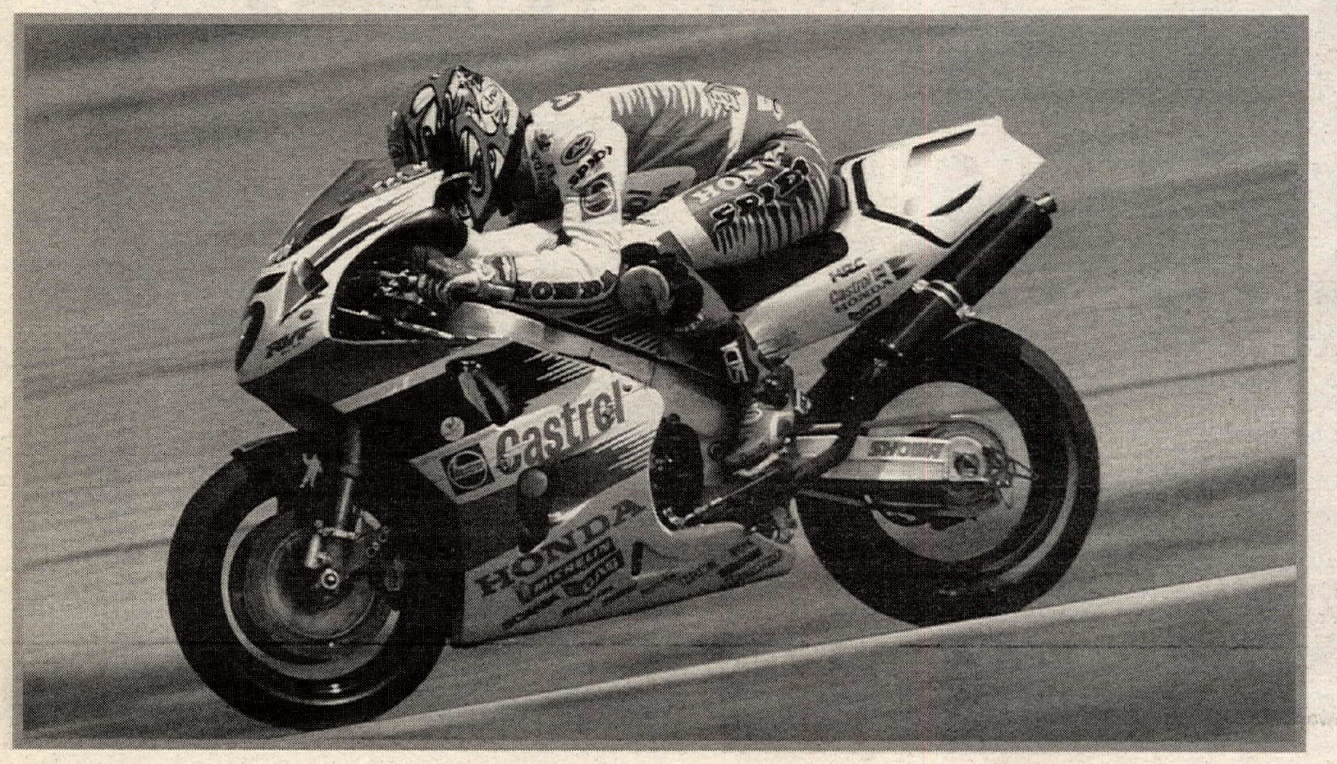
Corser fast at home

Photos by Gold & Goose

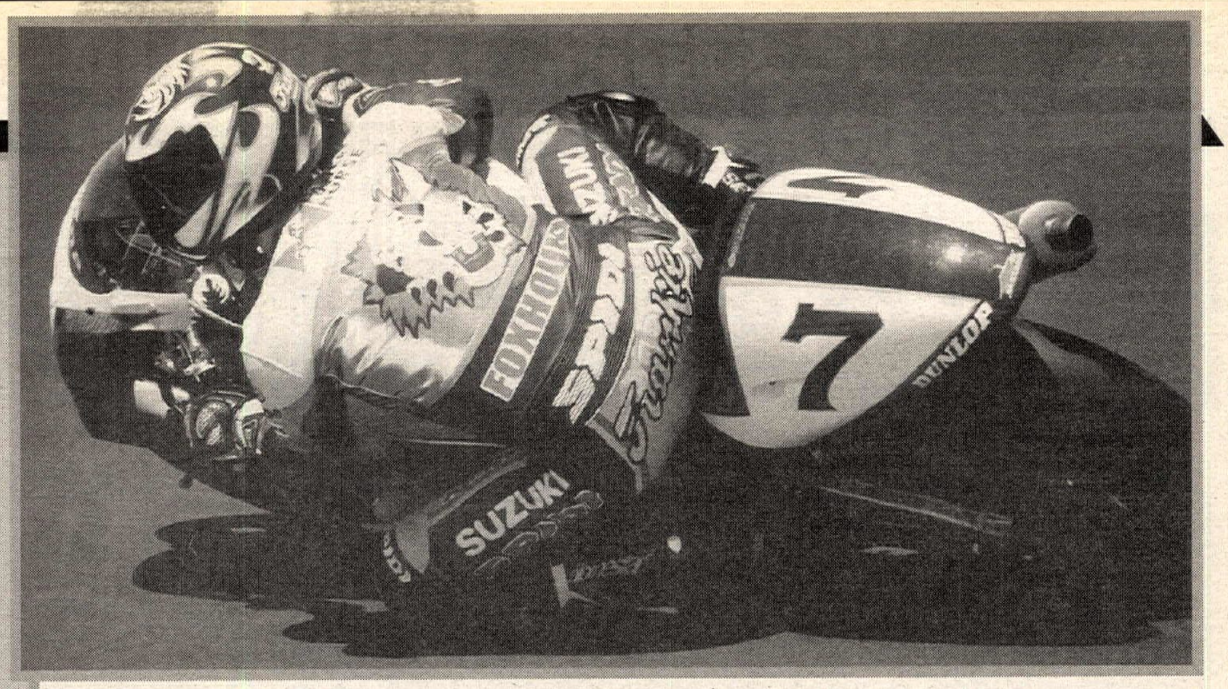


(Above) Troy Corser wheelies his Ducati at Phillip Island during the recent World Superbike test at the Australian race track. Corser ended the test with an impressive 1:33.415 on the final day.
(Left) Aaron Slight will wear the now-familiar 111 on his Castrol Honda again in 1999. Slight was the first non-Ducati on the time sheets, lapping at 1:33.666.

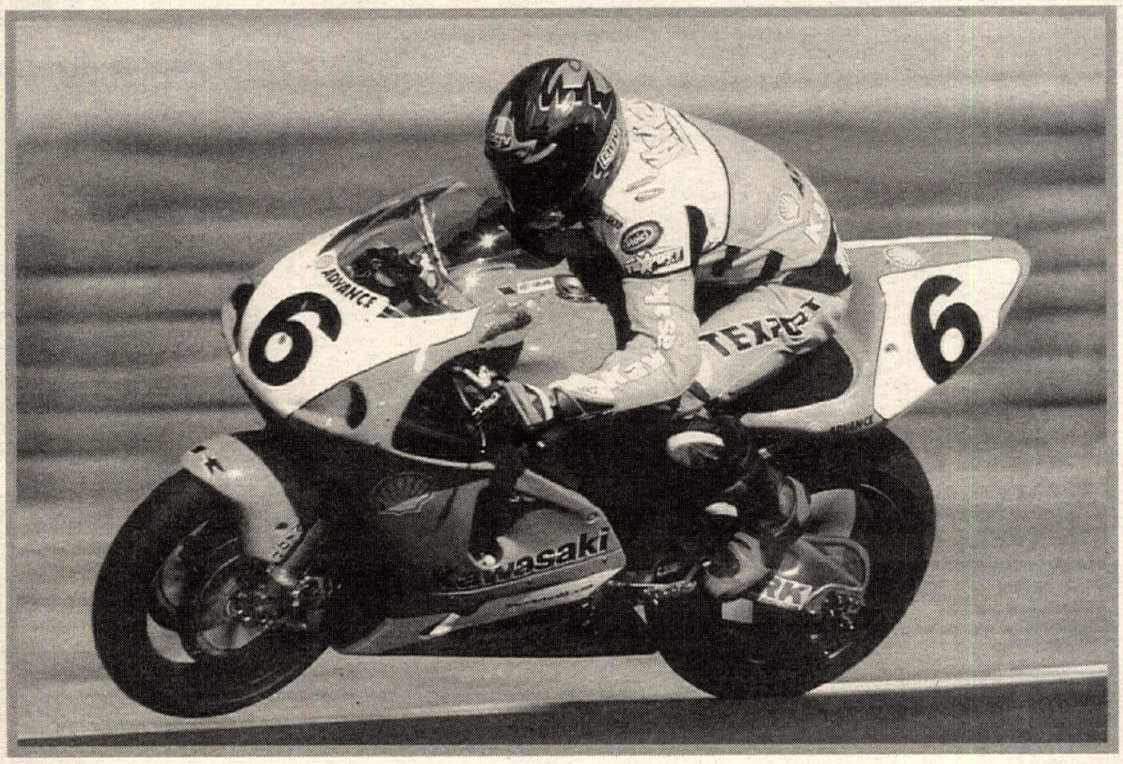




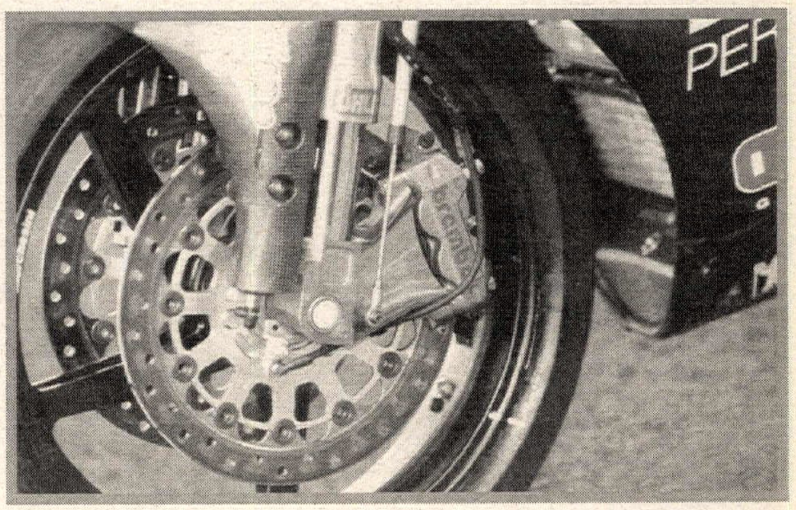
(Above) Carl Fogarty has plenty of reasons to smile. The Brit ended up marginally slower than his teammate Corser, but he's been fast at both of the official tests - in South Africa and Phillip Island.
(Left) Colin Edwards II was the last rider in the 1:33s, as he ended up just behind his teammate Slight.



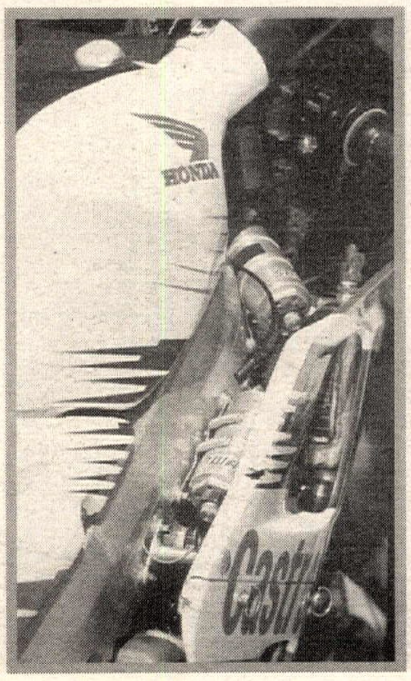
(Above) Pier-Francesco Chili continues to get up to speed on the Suzuki. The Italian crashed but still ended up seventh quickest.
(Left) Peter Goddard puts the Aprilia through its paces. The Australian lapped at 1:35.536, some two seconds off Corser's pace.



(Above) Suzuki's Katsuaki Fujiwara will join Chili on the Alstare Suzuki team in 1999.
(Left) Spaniard Gregorio Lavilla has been consistently fast during preseason tests in his first outings on the Kawasaki.
(Below) Ducati's new Brembos have been used this off-season on both the Aprilia 250 and 500cc Grand Prix bikes.



(Below) The secret canisters on the Castrol Hondas are for the bike's Showa fork. Both riders have indicated that they're getting improved feel from the new fork.



(Above) Akira Yanagawa gets down to business on the Kawasaki. Yanagawa was fifth fastest at 1:34.038.

Who did what

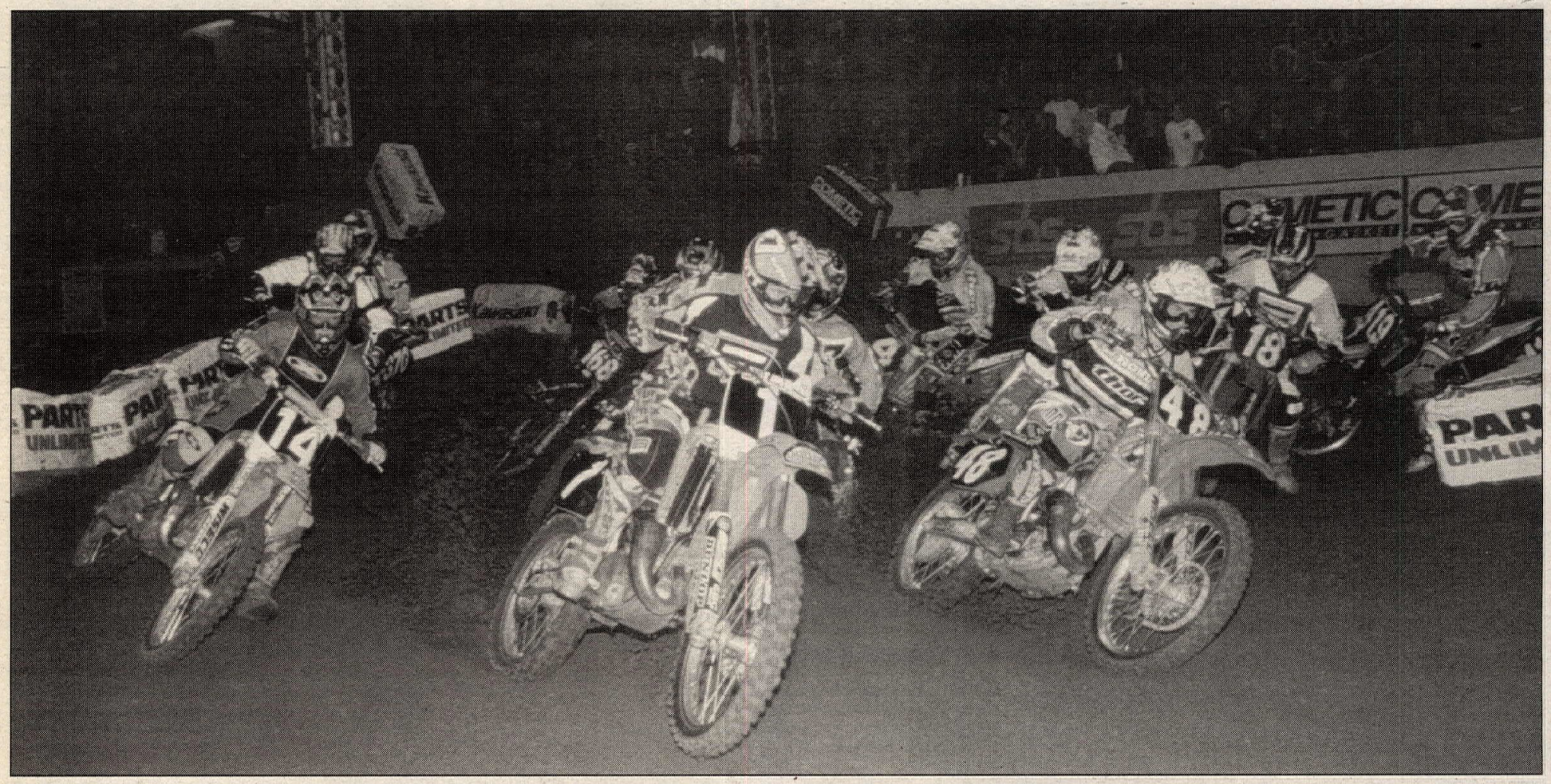
1.	Troy Corser	Ducati Performance	1:33.415
2.	Carl Fogarty	Ducati Performance	1:33.588
3.	Aaron Slight	Castrol Honda	1:33.666
4.	Colin Edwards II	Castrol Honda	1:33.841
5.	Akira Yanagawa	Kawasaki Racing Team	1:34.038
6.	Gregorio Lavilla	Kawasaki Racing Team	1:34.502
7.	P.F. Chili	Suzuki Alstare	1:34.741
8.	Katsuaki Fujiwara	Suzuki Alstare	1:34.761

Other notables: Peter Goddard (Aprilia), 1:35.536; Robert Ulm (Kawasaki), 1:35.300.

Rounds 23 & 24: Lazy E Arena

AMA/PJ1 NATIONAL ARENACROSS SERIES

Palmer out,



(Above) Buddy Antunez (1) leads Jeff Willoh (48), Tom Hofmaster (14) and the rest of the 125cc pack in Saturday's final. Antunez went on to win both the 125 and 250cc mains.
(Left) Antunez took over the series points lead after previous leader Cliff Palmer crashed and broke his arm on Friday night.

By Craig Cole

GUTHRIE, OK, FEB. 12-13

When the AMA/PJ1 National Arenacross Series rolled into the Lazy E Arena in Guthrie, Oklahoma, there was an ongoing, classic three-way battle for the championship. When the series left Oklahoma, there was still a three-way fight for the number-one plate, but the cast of characters had changed dramatically.

Kawasaki of Carrollton/Tucker-Rocky/MSR-backed Cliff Palmer, who came into his home territory with the points lead and who stood a good chance of winning his third Arenacross championship, suffered a season-ending injury in Friday night's action, all but handing the points lead to Shift/Primal Impulse/Bill's Pipes Suzuki rider Buddy Antunez, who is also seeking championship number three. And Antunez took full advantage of Palmer's misfortune, bagging two second-place finishes on Friday night and two impressive wins on Saturday night.

"I feel really bad for Cliff," the defending champ said after Saturday night's races were over. "That's definitely not the way you want to go out. He was riding exceptionally well this year, and his family puts in a lot of work, and he works really hard to achieve what he wants."

The rider who picked up the second spot in the points chase, Thor/Honda/Tuf Racing-supported Jeff Willoh, echoed Antunez' sentiments, adding: "I thought he (Palmer) had it wrapped up. I really feel for him."

With the consistent Palmer out of the picture, the quest for the title has shifted to the equally consistent Antunez and Willoh, who are both a threat to sweep the feature races on any given weekend. Willoh's teammate Jeromy Buehl, also a proven winner, moves into the fray and could play the spoiler if Antunez or Willoh falter. But with only 10 rounds remaining this season, anyone who wants to make a move is starting to run short on time.

FRIDAY

Willoh led the start for the first three laps of the 12-lap final before Antunez replaced the Honda rider at the front. That only lasted one lap, however, as a fast-climbing Keith Johnson, on the Bobby J's Yamaha, came through the pack of riders to take his first arenacross win of the year. Antunez finished second, with Ivan Tedesco third.

Palmer's weekend ended all too early when he crashed and broke his arm.

"I really don't know what happened," he said. "I got out of the gate about eighth or ninth and just started to get into a groove when I got hit from behind. We were going into the right-hander after the triple section. Our speeds were not that fast - it was just the way I hit the ground. I'm very disappointed, because I felt this was my year."

Denny Stephenson, on the Thor/Tuff Racing Honda, looks stronger and stronger with each passing week. Stephenson took the holeshot in the 250cc final, with Johnson, Willoh, Buehl, Ivan Tedesco and Antunez rounding out the top six. Stephenson set a fast pace from the start and gained ground on his chasers. By the sixth lap, the Honda rider appeared to slow.

"I've got asthma," a winded Stephenson said. "I really felt great, not in the least bit tired, but you know, when you can't breath, it can get nasty out there."

Johnson was the first to get by Stephenson; he was followed by Willoh and Buehl.

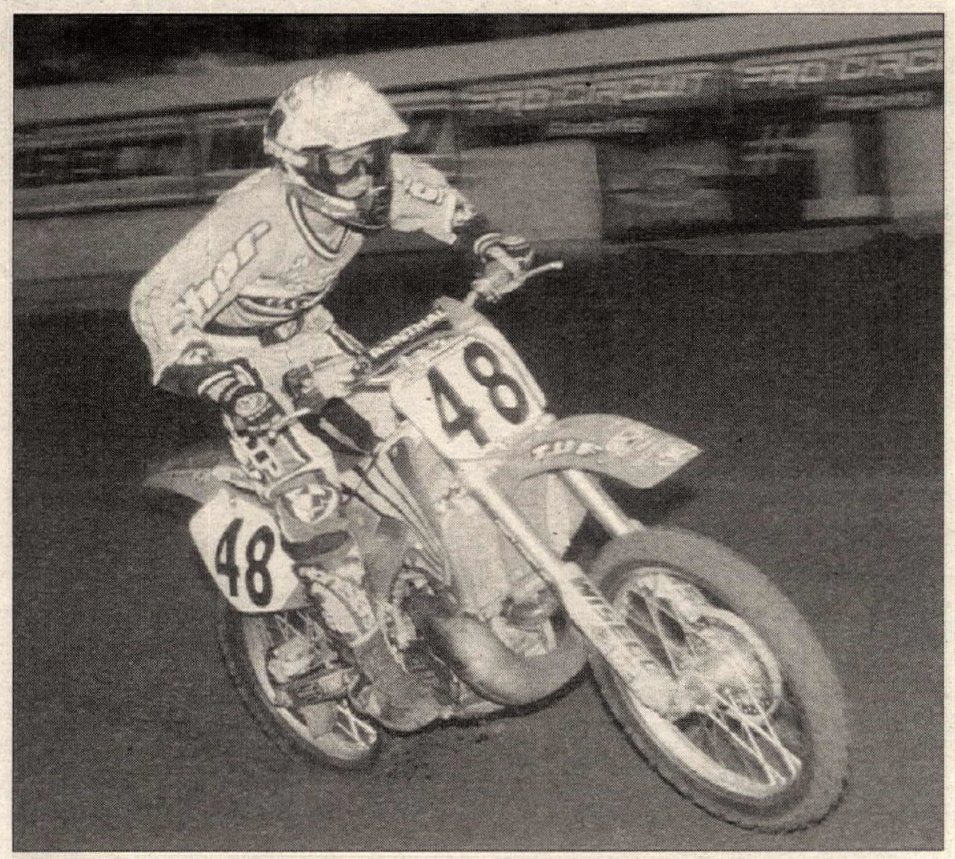
Willoh then made short work of Johnson and headed for the checkers. Antunez carved his way to second, with Johnson finishing with the final podium position.

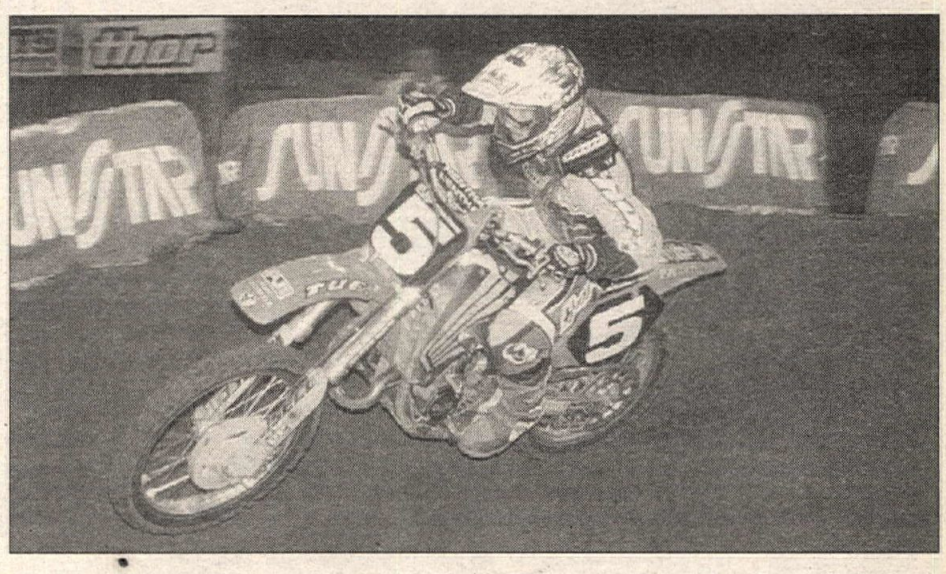
Antunez topped the night's Dash For Cash race, while Cliff Adoptante won the Jump-Off contest.

SATURDAY

Antunez was first through the first turn in Saturday night's 125cc main event. Following Antunez were Willoh, Banzai Motorsports/Xtreme/Wiseco-backed Tom Hofmaster, and Palmer's teammate Greg Rand. Buehl had the fifth

Antunez in





(Above) Willoh won Friday night's 250cc main.
(Above right) Keith Johnson recorded his first victory of the season when he won Friday night's 125cc final.
(Right) Jeromy Buehl had his best ride in the 125cc class Saturday night. He finished third.

spot going through the whoops until Yamaha-mounted Tedesco was able to slip by him. Buehl countered the move by passing both Tedesco and Rand in one corner. Going into the infield section, he was running side by side with Hofmaster and took the third spot before crossing the line to end lap one. Rand, now running fourth, was followed by KTM pilot Jeff Hedden, who was now up to fifth.

Antunez and Willow continued running 1-2 while the fight for third went into the whoops. Hofmaster and Buehl were thrilling the crowd, going bar to bar through the rockers, and the two continued their battle around the track, but Buehl was able to stay in third place. Hedden, Tedesco and Johnson went over the finish-line double together, with Tedesco coming away in sixth, Johnson in seventh and Hedden going back to eighth.

Again, Buehl and Hofmaster carried their fight for third through the whoops, but this time Hofmaster was able to take the position. Just short of the halfway mark, Willoh made a charge on Antunez in the whoops but fell short and moved back in behind him. Tedesco had gotten around Rand, and Stiffie/Westwood/Suzuki jockey Charlie Bogard had moved up to challenge both Rand and Johnson.

During the second half of the race, Willoh reeled in Antunez lap after lap, only to lose the ground he had made up in the whoops. Hofmaster lost contact with Buehl and ended up losing positions to Tedesco, Bogard and Johnson.

At the white flag, Antunez held a slim lead over Willoh, and going over the second big double, he took a look back to see him right in his wake. Willoh made one last attempt to take Antunez in the rockers but was unable to make the pass and finished the race right behind the leader. Next came Buehl, all alone, with Tedesco fourth and Bogard fifth.

The start of the 250cc feature again saw Antunez abscond with the holeshot, with Willoh at his rear fender. Willoh's teammate Stephenson, after starting around fourth, shot into the second spot in the rocker section, putting Willoh back to third. The first lap ended with Antunez in the lead, Stephenson second and Willoh side by side with Johnson for third, while Antunez began to pull a bit of a lead over Stephenson. Johnson got the better of Willoh at the end of the first straight and then set his sights on second-placed Stephenson.

During the next lap, Stephenson was able to close back up behind the leader. Buehl ended up crashing and losing several spots, but the Honda rider quickly rejoined the race and spent the remaining laps trying to get back to the front.

Later in the race, Stephenson bobbled before the second double and slowed, rolling over the two jumps, as Johnson and Willoh flew over him. Tedesco passed Stephenson at the end of the rockers, moving himself to fourth.

At the halfway point, the running order remained the same for the top five. Antunez had a comfortable lead over Johnson, who was well ahead of Willoh, Tedesco and Stephenson. Buehl, meanwhile, had gotten around Suzuki of Gastonia/Barrs Comp/Shoei rider Jim Chester, and he spent several laps trying to get around Hofmaster. Finally, Buehl wore him down and took the sixth spot for good.

On the final lap, Johnson had cut what was about a three-second lead for Antunez down to nothing and finished the race right behind him. Willoh took third, Stephenson fourth and Tedesco fifth. Hofmaster finished seventh, ahead of Chester, after the two had spent the final laps running fender to fender before Chester bobbled, letting Hofmaster get away.

"I rode exceptionally well," the new points leader, Antunez, said. "That's what I've been training for, and it paid off on this bigger track here. I just have to keep my focus and go out and win this whole championship."

Antunez also won the SBS Dash For Cash, just ahead of Stephenson, who leads that series with six wins to Antunez's four.

Mike Jones made his first appearance at the Lazy E Arena, but, because of a wrist injury, he did not race. However, the aerial specialist did participate in the jump-off contest and was rewarded for his effort with the win. **CN**

Lazy E Arena
Guthrie, Oklahoma
Results: February 12-13, 1999
(Rounds 23 & 24 of 34)

Friday

125 PRO: 1. Keith Johnson (Yam); 2. Buddy Antunez (Suz); 3. Ivan Tedesco (Yam); 4. Charlie Bogard (Suz); 5. Jeff Willoh (Hon); 6. Denny Stephenson (Hon); 7. Jacob Martin (Suz); 8. Jeromy Buehl (Hon); 9. Kenny Bartram (KTM); 10. Tom Hofmaster (Suz); 11. Jeff Hedden (KTM); 12. Dennis Owens (Suz); 13. Gio Tedesco (Yam); 14. Greg Rand (Kaw); 15. Cliff Palmer (Kaw).

250 PRO: 1. Jeff Willoh (Hon); 2. Buddy Antunez (Suz); 3. Keith Johnson (Yam); 4. Jeromy Buehl (Hon); 5. Denny Stephenson (Hon); 6. Ivan Tedesco (Yam); 7. Jim Chester (Suz); 8. Tom Hofmaster (Suz); 9. Kenny Bartram (KTM); 10. Greg Rand (Kaw); 11. Bryan Piccirelli (Hon); 12. John Hedden (KTM); 13. Cory Francis (KTM).

DFC: 1. Buddy Antunez (Suz); 2. Cliff Palmer (Kaw); 3. Jeff Willoh (Hon).

JUMP-OFF: 1. Clifford Adoptante (Suz).

Saturday

125 PRO: 1. Buddy Antunez (Suz); 2. Jeff Willoh (Hon); 3. Jeromy Buehl (Hon); 4. Ivan Tedesco (Yam); 5. Charlie Bogard (Suz); 6. Keith Johnson (Yam); 7. Tom Hofmaster (Suz); 8. Denny Stephenson (Hon); 9. Greg Rand (Kaw); 10. Jacob Martin (Suz); 11. Jeff Hedden (KTM); 12. Gio Tedesco (Yam); 13. Jim Chester (Suz); 14. Cory Francis (KTM); 15. Dennis Owens (Suz).

250 PRO: 1. Buddy Antunez (Suz); 2. Keith Johnson (Yam); 3. Jeff Willoh (Hon); 4. Denny Stephenson (Hon); 5. Ivan Tedesco (Yam); 6. Jeromy Buehl (Hon); 7. Tom Hofmaster (Suz); 8. Jim Chester (Suz); 9. Jeff Hedden (KTM); 10. John Hedden (KTM); 11. Kenny Bartram (KTM); 12. Brian Mason (Kaw); 13. Cory Francis (KTM); 14. Bryan Piccirelli (Hon); 15. Greg Rand (Kaw).

DFC: 1. Buddy Antunez (Suz); 2. Denny Stephenson (Hon); 3. Ivan Tedesco (Yam); 4. Tom Hofmaster (Suz); 5. Jeromy Buehl (Hon); 6. Greg Rand (Kaw).

JUMP-OFF: 1. Mike Jones (Kaw).

Upcoming Rounds:
Rounds 25 & 26 - Denver, Colorado, February 12-13
Rounds 27 & 28 - Sacramento, California, February 26-28

Round 1: Quicksilver National Enduro

AMA ACERBIS NATIONAL ENDURO SERIES

Davis wins Quicksilver gold

By Jill Ashworth Patterson

COALINGA, CA, FEB. 14

YZ250-mounted Ty Davis turned in a sequence of good check scores to captured his fourth consecutive Quicksilver National Enduro overall win. The event, which drew the country's finest timekeepers, served as the first round of both the District 36 Northern California Enduro Series and the AMA National Enduro Series.

"This was one of the closest races I've ever had at the Quicksilver," Davis said, after turning in a scorecard showing 14 points for the three-loop, 112-ground-mile course.

Doug Blackwell took second overall, with a score of 15, beating Russell Pearson on tie breakers by mere seconds.

Fourth overall went to the 1997 and 1998 National Enduro Champion Mike Lafferty, who scored 16.

Tie-breaker points also separated fifth-placed Brian Garrahan from sixth-placed Randy Hawkins, each carding 18 points.

The Salinas Ramblers Motorcycle Club could not have special-ordered better weather and course conditions, as 214 riders left the start beginning at 7:31 a.m. under a mostly sunny sky.

Loop one took riders down mining and fire roads, across tight single-track trails and through rocky sections at speed averages between 18 and 24 mph. The loop led riders through three checks and over 25 miles of terrain.

A slick, rocky creek bottom and a narrow trail thickly lined with manzanita were designed to get riders into single file prior to check four, which was a check-in to a special test. The course then split, sending the A and B riders over wetter, rockier trails, while the C riders were detoured to fire roads that sent them around the tougher terrain near Spanish Lake. Both routes merged after check five, an A- and B-only check.

Several of the top riders came into the gas stop after check six with only two dropped points. Lafferty was down by more, but he was not certain why.

"I just didn't have it together in that first section," Lafferty said.

After the gas, riders crossed a branch of the San Benito River and climbed the infamous rocky uphill out of a campground to another course split. Once again the A and B riders took the tougher trails, while the C riders were diverted over milder terrain.

(Above) Ty Davis opened the AMA Acerbis National Enduro Series with a win. (Left) Defending National Hare Scrambles Champion Doug Blackwell heads out into the second loop. Blackwell went on to finish second overall.

Another special test began at check seven, taking riders over fire roads and on several winding, single-track trails at a 24-mph average. Jeep roads and a 6-mile reset followed, allowing many riders to get back on time.

The second loop continued around San Benito Mountain and featured fire, mining and jeep roads mixed with tight, brush-lined single-track trails.

After another special test, the separate courses merged together and riders headed back toward camp after the 10th check, where the finish line waited for the C class, A and B Vets, Seniors and Super Seniors.

At the end of the second loop, many of the top riders had added only one more point to their scorecards. Davis had dropped two.

"I got lost on a clear, flat plateau," said Davis. "There were tracks all over. When I turned around, I saw the course arrows laying on the ground where someone had knocked them over."

Davis made it to check eight 10 seconds too late, which cost him an extra point.

After a 10-minute refueling break at the campgrounds, the third loop began for the rest of the A and B classes. Many other riders who could have finished after the second loop were not ready to call it a day and opted also to ride the last loop.

The third loop shared the first few miles that had been used for the first loop, but at Picacho Rock, near the old Picacho Mine, the course turned onto rockier and tighter trails.

A 24-mph speed average was set for nearly the entire loop, making the tougher rock-strewn trails even more challenging.

Blackwell started to have some problems at the beginning of loop three.

"I was in the driver's seat; then I saw it slipping away," said YZ250-mounted Blackwell. "It was a fluke. My goggles were fogging up. I crashed a couple of times and I got lost. Much of the third loop was identical to the last time I rode here in 1995. It's hard to forget those sections littered with rocks and the stubborn manzanita bushes. I remember laying on the ground, thinking, 'Doug, the clock is ticking'. I'm still pleased with my performance."

Pearson was also in the hunt during the third loop until he ran into problems of his own.

"I came across a slow rider in one of the slimy, rocky creek beds," said Pearson. "I hopped off line and my front tire slipped. Then I crashed."

The crash caused Pearson's front brake to fade, and the KTM rider had to ride without it for a while. The brake eventually came back, but the damage had already been done.

"Those rocks are pretty gnarly and scary," said Pearson, "especially going downhill without a front brake."

Davis recalled seeing a rider out on the third loop that he had also seen on the first two loops.

"I thought this guy kind of rode funny," Davis said. "I was extremely impressed to learn that it was a woman, and that she rode so well all day long."

Davis was referring to District 36 rider Heather Wilson, who was riding in her first enduro as an A rider. Wilson advanced from the B class in just one year.

Hawkins and Garrahan were riding on the same minute, and their scores were close throughout the day. Garrahan was following Hawkins in a test section, where they dropped late points.

"I was still riding a bit cautious along the same ridge where a no-sensed day rider, riding on the wrong side of the road, T-boned me two weeks ago," Garrahan said. "I knew I had to step it up. Then Randy let me pass, and we both started railing."

Davis, too, knew the third loop would be the deciding factor in the event.

"I opted *not* to gamble and go hot into a four-tenths-mile-long section that went from 24 mph to 12 mph and back to 24 mph," said Davis. "I didn't want to burn a check, but I should have followed my instincts, because there wasn't one."

Davis continued the loop with rhythmic precision and a consistent riding style, dropping only four points at each of the two checks where most riders dropped fives. Davis' third-loop performance secured the victory for the 1995 series champion.

"The Ramblers did a great job of designing and carving out the new, virgin, tight-cut trails," Davis said. "I've never had so much manzanita poking me."

"I usually avoid manzanita trails," Garrahan said. "I've never ridden so fast through them before."

Blackwell agreed that the manzanita played a big role in many of the day's scores.

"We had to ride like a knife, cutting and slicing between the bushes through the tight corners," Blackwell said. "I had to remember to stop leaning into them, because they wouldn't give."

Gas Gas North America sent Frank Ramey III, who finished seventh overall, and four-time National Enduro champion Terry Cunningham, who won the A Vet class, to the Quicksilver. Cunningham also placed fifth overall in the A class. Three of five Gas Gas riders finished in the top 20, and all five team members finished the event.

While riders were turning in their scorecards at the finish, the Salinas Ramblers received much praise for the event. Brian Butler, third overall in the A class and second A 250, described the course conditions best.

"Most of the day," said Butler, "it was like we were riding on Velcro dirt." **CN**

(Above) Desert racer Russ Pearson rode well and took third overall for his efforts. (Right) Reigning National Enduro Champion Mike Lafferty negotiates the Picacho Rock section, about four miles into the ride. Lafferty ended up fourth overall.

Quicksilver National Enduro
Coalinga, California
Results: February 14, 1999 (Round 1 of 14)

O/A: 1. Ty Davis (Yam); 2. Doug Blackwell (Yam); 3. Russell Pearson (KTM); 4. Mike Lafferty (KTM); 5. Brian Garrahan (KTM).

AA: 1. Ty Davis (Yam); 2. Doug Blackwell (Yam); 3. Russell Pearson (KTM); 4. Mike Lafferty (KTM); 5. Randy Hawkins (Yam).

A O/A: 1. Brian Garrahan (KTM); 2. David Lykke (Yam); 3. Brian Butler (Kaw); 4. Shane Watts (KTM); 5. Terry Cunningham (G-G).

A 200: 1. Shane Watts (KTM); 2. Steve Kuczko (KTM); 3. Nathan Knight (G-G); 4. Steve Shoemaker (Hon); 5. Marty Walden (Yam).

A 250: 1. David Lykke (Yam); 2. Brian Butler (Kaw); 3. Nick Pearson (KTM); 4. Damien Galford (Kaw); 5. Curt Wilcox (Kaw).

A 4-STRK: 1. Steve Silvestri (Hbg); 2. Russell Pereira (Yam); 3. John S. Poor (Hon); 4. Richard Bishop (Hon); 5. Darrell Bishop (Hon).

A OPEN: 1. Clay Boreing (G-G); 2. Michael Hayes (Hon).

A VET: 1. Terry Cunningham (G-G); 2. Jon King (Yam); 3. Bob Stene (Yam); 4. Todd Winslow (Kaw); 5. James Boardman (Hon).

A SR: 1. Chris Willbanks (Kaw); 2. Kevin Davis (Hon); 3. Chris Von Kleist (Hon); 4. John Poor Jr. (Hon); 5. Kent Parker (Kaw).

A S/SR: 1. Richard Adan (Hon); 2. Keith Ratcliff (Hon); 3. Peter Prichard (KTM); 4. Jeff Carr (Hon); 5. Phillip Bishop (Hon).

B O/A: 1. Billy Russell (KTM); 2. Jeff Mennick (Hon); 3. Greg Mace (KTM); 4. Robert Laird (Hon); 5. Chad Grass (Hon).

B 200: 1. Chad Grass (Hon).

B 250: 1. Tim Campbell (Suz); 2. Chris Cartwright (Kaw); 3. Michael Gauvreau (Yam); 4. Brad Hetherington (Hon); 5. Sean Pruitt (Suz).

B 4-STRK: 1. Kim Wettig (Yam); 2. Paul Murphy (Hon); 3. Kevin Ruffoni (Hon); 4. Joshua Anello (Yam); 5. Mike Carson (Yam).

B OPEN: 1. Jeff Mennick (Hon); 2. Bret Dooley (KTM); 3. Bobby Thomson (Kaw).

B VET: 1. Randy Johnson (Kaw); 2. Tony Paulson (Hon); 3. Greg Mace (KTM); 4. Kevin Wiley (Yam); 5. Kevin Morris (KTM).

B SR: 1. Dave Olson (Hon); 2. Jim Robinson (Hon); 3. Tom Materna (Yam); 4. Jeff Petron (KTM); 5. Randy Patterson (Hon).

B S/SR: 1. Don Pereira (Hon); 2. Richard Garisto (KTM); 3. James Counts (KTM).

C O/A: 1. Jason Pettinato (Hon); 2. Rich Bell (KTM); 3. Mike Pettinato (Hon); 4. Steve Maionchi (Yam); 5. George Smyrniotis (Hon).

C 200: 1. Carl Liang (KTM).

C 250: 1. Mike Pettinato (Hon); 2. George Smyrniotis (Hon); 3. Preston Barker; 4. Tim Vanderzweep (Yam); 5. Dennis Saenz (Kaw).

C 4-STRK: 1. Matt Poor (Hon); 2. Malcolm Kingsley (Kaw); 3. Stephen Poor (Hon); 4. John Murphy (Hon); 5. David Arndt (KTM).

C OPEN: 1. Roger Woodfill (KTM); 2. Daniel Hopgland (Hon); 3. Kevin A. Anderson (KTM); 4. Justin Gonzales (Kaw).

C VET: 1. Rich Bell (KTM); 2. Keith Christensen (KTM); 3. Curtis Christensen (KTM); 4. Matt Carr (KTM); 5. Tim Kearns (Hon).

C SR: 1. Steve Maionchi (Yam); 2. Richard J. Mrofka (Hon); 3. Reggie Kesecker (Hbg); 4. Ross Ross (Hon); 5. Neil Kimmel (Hon).

C S/SR: 1. John Tobin (KTM).

Upcoming Rounds:
Round 2 - Lake Pleasant, Arizona, February 21
Round 3 - Forest hill, Louisiana, February 27

(Left) Randy Hawkins (21A) and Pat Garrahan descend a hill into a gas stop. Garrahan finished fifth, just ahead of Hawkins. (Above) Frank Ramey III grabbed seventh overall. (Right) Four-time National Enduro Champion Terry Cunningham topped the Vet A class.

Daytona

FEBRUARY 24

7 a.m.
Daytona International Speedway opens for NASB/CCS road race riders, crew and guests.

8 a.m.
Suzuki Advanced School, first session (preregistration required) at Speedway; 909/245-6414.

12 p.m.
Suzuki Advanced School, first session (preregistration required) at Speedway; 909/245-6414.

1 p.m.
Registration for NASB/CCS riders and crew who are pre-entered for Thursday practice only at Speedway, till 3 p.m.; 828/684-4297.

3 p.m.
Registration for all NASB/CCS participants at Speedway, till 5 p.m.; 828/684-4297.

FEBRUARY 25

7 a.m.
Registration for NASB/CCS riders, crew and guests at Speedway till 5 p.m. (rider registration closes at 8 a.m. for riders with Thursday races) 828/684-4297.
Tech inspection opens for NASB/CCS classes at Speedway.

8 a.m.
Practice for NASB/CCS road race classes, groups 1-6, at Speedway, till noon.

9 a.m.
AHRMA road race practice for all classes, till 5 p.m.; De Land Airport; 715/842-9699.
Willi's Motorcycle World antique motorcycle museum; 566 Ballough Rd.; open daily till 8 p.m. from February 19 through March 6; 904/253-2100.

1 p.m.
Practice resumes for NASB/CCS road race classes, groups 1-6, after one-hour lunch break at Speedway.

FEBRUARY 26

Registration for NASB/CCS riders, crew and guests at Speedway till 5 p.m. (rider registration closes at 8 a.m. for riders with Friday races) 828/684-4297.
Tech inspection opens for NASB/CCS classes at Speedway.

8 a.m.
Practice for NASB/CCS road race classes, groups 1-6, at Speedway, till 11 a.m.
Antique Motorcycle Club of America (AMCA) National Rally opens at fairgrounds in Eustice, through Sunday; sponsored by Sunshine Chapter; judging on Sunday morning; 904/727-3806.

9 a.m.
American Motorcycle Institute (AMI) open-house tours, till 5 p.m., AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

10 a.m.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.

11 a.m.
AMA/Prostar Drag Racing Sunshine Nationals; pro classes, 11 a.m. and 3 p.m.; Gainesville Raceway, 11211 N. CR 225, Gainesville, FL; 256/852-1101.

12 p.m.
AHRMA Progressive Suspension Historic Cup road races, all classes, De Land Airport; practice starts 8 a.m.; 715/842-9699.
Practice resumes for NASB/CCS road race classes, groups 1-6, after one-hour lunch break at Speedway.

1:30 p.m.
CCS GT races for GTO (Am), GT Lights (Am & Ex), GTO (Ex), GTU (Am) and GTU (Ex) at Speedway; 828/684-4297.

7:30 p.m.
Hot Shoe Championship Series half mile, Ogle thorpe Speedway, Savannah, Georgia; 912/964-8200.

FEBRUARY 27

7 a.m.
Registration for NASB/CCS riders, crew and guests at Speedway till 5 p.m. (rider registration closes at 8 a.m. for riders with Saturday races; all rider registration closes at 9 a.m.) 828/684-4297.
Tech inspection opens for NASB/CCS classes at Speedway.
AHRMA Speed & Sport Vintage Motocross Series gates open, Hard Rock Cycle Park, Ocala; practice at 9 a.m., racing at 10:30 a.m.; followed by awards and barbecue in evening; 715/842-9699.
Registration for amateur/youth motocross championship, Gatorback Cycle Park, Gainesville; races start 9:30 a.m.; 904/935-6872.

8 a.m.
Practice for NASB/CCS road race classes, groups 1-6, at Speedway, till 11 a.m.
Antique Motorcycle Club of America (AMCA) National Rally at fairgrounds in Eustice, through Sunday; judging on Sunday morning; 904/727-3806.
Registration opens for AMA Southeast Amateur National Championship Series dirt track half mile racing at Volusia Speedway Park, Barberville; 904/788-4709.

9 a.m.
American Motorcycle Institute (AMI) open-house tours, till 5 p.m., AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

10 a.m.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.

11 a.m.
AMA/Prostar Drag Racing Sunshine Nationals; pro classes at 11 a.m. and 3 p.m.; Gainesville Raceway, 11211 N. CR 225, Gainesville; 256/852-1101.

12 p.m.
CCS races at Speedway as follows: Lightweight GP (Am & Ex), H-D Twin Sports qualifying heat, Middleweight Superbike (Am), Middleweight Superbike (Ex), SuperTwins (Am & Ex), EBC Brakes Sportbike qualifying heat, Lightweight Sportsman (Am & Ex), Unlimited Super Sport (Am & Ex), Buell Lightning Series qualifying heat, GP Singles/Lightweight Supersport Combined (Am & Ex), Heavyweight Sportsman (Am & Ex), Lightweight Superbike (Am & Ex), Heavyweight Superbike (Am & Ex); 828/684-4297.

5 p.m.
Chris Carter radio show, recorded at Ramada Inn opposite Daytona International Speedway till 7 p.m. Tape-delay airing on WNDB 1150 AM.

7:30 p.m.
Professional dirt track half mile racing at Volusia Speedway Park, Barberville; 904/788-4709.

FEBRUARY 28

7 a.m.
Tech inspection opens for NASB/CCS classes at Speedway. Registration for crew/guests till 1 p.m.; 828/684-4297.
Registration for amateur/youth motocross championship; Gatorback Cycle Park, Gainesville; races start 9:30 a.m.; 904/935-6872.
Registration opens for second annual Pan-American Seniors Motocross series; racing starts at 10:30 a.m.; Hard Rock Cycle Park, Ocala; 352/732-6697.

8 a.m.
Practice for NASB/CCS classes at Speedway as follows: H-D Twin Sports, Buell Lightning Riders, all CCS Amateur riders, EBC Brakes Sportbike riders; 828/684-4297.
Antique Motorcycle Club of America (AMCA) National Rally at fairgrounds in Eustice, through Sunday; judging in morning; 904/727-3806.
Registration and tech inspection open for AHRMA vintage road racing till 5 p.m. for Monday and Tuesday races; AMI, 3042 W. International Speedway Blvd.; 1 mile west of Speedway; 715/842-9699.
Preregistration till 5 p.m. daily through March 2 for Daytona 200 Motorcycle Club's 12th annual Alligator Road Tour; clubhouse is half a mile west of Interstate 4 on U.S. Route 92; ride begins at 10 a.m. March 3; 904/672-3927.

9 a.m.
American Motorcycle Institute open-house tours open till 5 p.m., AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.
Excelsior-Henderson motorcycle and accessory show; Peabody Auditorium, Wild Olive and Auditorium Blvd., till 6 p.m.; 612/873-7000.

10 a.m.
CCS sprint races (7 laps each) at Speedway as follows: Heavyweight Super Sport (Am), Heavyweight Super Sport (Ex), Unlimited GP; 828-684-4297.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.
AHRMA Speed & Sport National Vintage Trials, Hard Rock Cycle Park, Ocala; registration opens at 8:30 a.m.; 715/842-9699.

11 a.m.
AMA/Prostar Drag Racing Sunshine Nationals; pro classes at 11 a.m. and 3 p.m.; Gainesville Raceway, 11211 N. CR 225, Gainesville, FL; 256/852-1101.

12 p.m.
CCS Sprint races (7 laps each) and NASB finals at Speedway as follows: CCS Middleweight GP (Ex), CCS Middleweight GP (Am), NASB Buell Lightning Series, CCS Middleweight Super Sport Expert, CCS Formula 40 (Am & Ex), NASB H-D Twin Sports, CCS Middlweight Super Sport (Am), NASB EBC Brakes Sportbike, CCS Heavyweight Superbike (Ex); 828-684-4297.

2 p.m.
Hot Shoe Championship Series Half Mile; Volusia Speedway Park, Barberville; 904/985-4402.

5 p.m.
Chris Carter radio show, recorded at Ramada Inn opposite Daytona International Speedway until 7 p.m. Tape-delay airing on WNDB 1150 AM.

6 p.m.
AHRMA Speed & Sport Dirt Track Race, Hard Rock Cycle Park, Ocala; registration opens at 3 p.m. 715/842-9699.

MARCH 1

8 a.m.
AHRMA Progressive Suspension Classics road race practice begins; racing starts at noon at Speedway; AHRMA concours d'elegance bike show opens in Speedway infield.

9 a.m.
American Motorcycle Institute (AMI) open-house tours till 5 p.m., AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.
Excelsior-Henderson motorcycle and accessory show; Peabody Auditorium, Wild Olive and Auditorium Blvd., till 6 p.m.; 612/873-7000.
Harley-Davidson demo rides, till 3 p.m.; northeast corner of Speedway grounds.

9:30 a.m.
Tenth annual AMI Brute Horsepower Shoot-Out (dynamometer horsepower competition), till 4 p.m.; AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

10 a.m.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.
Registration open for MBNA Superbike Tour riders, crew, sponsors and guests till 5 p.m.; AMA building at Speedway.
Indian & Classic American Iron Daytona Bike Rally, till 3 p.m.; Klassix Auto Museum, 2909 International Speedway Blvd.; 904/252-3800.

Noon
Excelsior-Henderson Kickoff Parade departs from E-H demo site at Speedway and ends at Peabody Auditorium; all riders welcome; 612/873-7000.
AMI Southeast Amateur/Youth National Championship dirt track races; registration 8:30 a.m.; Daytona Municipal Stadium; 904/788-4709.
Grand National Cross Country amateur/semi-pro races, ATV classes only; registration 9 a.m.; Kirton Ranch, 5 miles east of Okeechobee on state Route 70; Racer Productions, 304/284-0084.

1 p.m.
Excelsior-Henderson demo rides, till 4 p.m.; Speedway (corner of Midway and International Blvd.).

5 p.m.
Chris Carter radio show, recorded at Ramada Inn opposite Daytona International Speedway until 7 p.m. Tape-delay airing on WNDB 1150 AM.

6 p.m.
Harley Owners Group (HOG) reception at Ocean Center; till 8 p.m.

MARCH 2

8 a.m.
AHRMA Progressive Suspension Classics road-race practice begins; racing starts at noon.

9 a.m.
American Motorcycle Institute (AMI) open-house tours till 5 p.m., AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.
Excelsior-Henderson motorcycle and accessory show; Peabody Auditorium, Wild Olive and Auditorium Blvd., till 6 p.m.; 612/873-7000.
Harley-Davidson demo rides, till 3 p.m.; northeast corner of Speedway grounds.
Excelsior-Henderson demo rides, till 4 p.m.; Speedway.
Yamaha demo rides, till 4 p.m.; Speedway.
Triumph demo rides, till 4 p.m.; Speedway.
Suzuki demo rides, till 4 p.m.; Speedway.
Kawasaki demo rides, aftermarket accessory show and Good Times Owners Club hospitality area at Speedway, till 5 p.m.
Victory demo rides, till 5 p.m.; Speedway.

9:30 a.m.
Tenth annual AMI Brute Horsepower Shoot-Out (dynamometer horsepower competition), till 4 p.m.; AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

10 a.m.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.
Registration open for MBNA Superbike Tour riders, crew, sponsors and guests till 5 p.m.; AMA building at Speedway.
MBNA Superbike Tour tech inspection open till 5 p.m.
Harley-Davidson and Buell Indoor Show open till 5 p.m.; Ocean Center.
Grand National Cross-Country amateur/semi-pro races, motorcycle classes (C and Super Senior only); registration 7:30 a.m.; A, B and Pro classes at 1 p.m.; registration 9 a.m.; Kirton Ranch, 5 miles east of Okeechobee on state Route 70; Racer Productions; 304/284-0084.

11:30 a.m.
AHRMA Great Men, Great Machines Parade at Speedway.

Noon
BMW demo rides, till 4:30 p.m.; sign-up at 10 a.m., Speedway.

1 p.m.
Third annual Clayton Foundation Golf Tournament, Indigo Lakes Country Club; registration opens at 11 a.m.; 714/751-7433.

5 p.m.
Chris Carter radio show, recorded at Ramada Inn opposite Daytona International Speedway until 7 p.m. Tape-delay airing on WNDB 1150 AM.

7:30 p.m.
AMI Southeast Amateur/Youth National Championship dirt track races, including AHRMA Vintage National; registration for Amateur/Youth classes opens at 8:30 a.m., Daytona Municipal Stadium; 904/788-4709.

MARCH 3

7 a.m.
Registration for MBNA Superbike Tour riders, crew, sponsors and guests open till 4 p.m.; AMA building at Speedway.
MBNA Superbike Tour tech inspection open till 5 p.m.
Registration begins for Daytona Dirt Riders Association dual-sport ride; ride starts at 9 a.m.; Tomoka Farms Road, west of Speedway; 904/761-6123.

8 a.m.
Registration begins for Daytona 200 Motorcycle Club's 12th annual Alligator Road Tour; ride begins at 10 a.m.; clubhouse is half a mile west of Interstate 4 on U.S. Route 92; 904/672-3927.
Practice for all MBNA Superbike Tour classes till 11:50 a.m.
Harley-Davidson Ride-In Bike Show registration till 11 a.m.; Wild Olive Ave., near auditorium.

9 a.m.
American Motorcycle Institute (AMI) open-house tours till 5 p.m., AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.
Excelsior-Henderson motorcycle and accessory show; Peabody Auditorium, Wild Olive and Auditorium Blvd., till 6 p.m.; 612/873-7000.
Honda Rider's Club of America display tent and hospitality area open till 5 p.m. (all riders welcome) in front of Winston Tower, Speedway; 310/783-3958.
Harley-Davidson demo rides, till 3 p.m.; northeast corner of Speedway grounds.
Excelsior-Henderson demo rides, till 4 p.m.; Speedway.
Yamaha demo rides, till 4 p.m.; Speedway.
Triumph demo rides, till 4 p.m.; Speedway.
Suzuki demo rides, till 4 p.m.; Speedway.
Kawasaki demo rides, aftermarket accessory show and Good Times Owners Club hospitality area till 5 p.m.; Speedway.
Victory demo rides, till 5 p.m.; Speedway.
BMW demo rides, till 4:30 p.m.; sign-up at 8 a.m., Speedway.

9:30 a.m.
Tenth annual AMI Brute Horsepower Shoot-Out (dynamometer horsepower competition), till 4 p.m.; AMI campus, 3042 W. International Speedway Blvd.; 800/ 874-0645.

10 a.m.
Twelfth annual Daytona Antique & Classic Motorcycle Auction and Vintage Bike Meet, featuring J. Wood auction preview and AMA/Will Stoner

Schedule

Swapmeet, till 6 p.m.; Edmunds Center, Stetson University, De Land; auction: 352/795-8895; swap meet: 440/543-0632.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.
Harley-Davidson and Buell Indoor Show open till 5 p.m.; Ocean Center.
British & European Daytona Bike Rally, till 3 p.m.; Klassix Auto Museum, 2909 International Speedway Blvd.; 904/252-3800.

11 a.m.
Harley-Davidson Ride-In Bike Show, judging till 4 p.m.; awards at 4:30 p.m.; Wild Olive Ave. (west side of Ocean Center).

1 p.m.
International Motorcycle Show open till 6 p.m.; outside Speedway main grandstand.
Buell demo rides; Buell Riders Adventure Group (BRAG) hospitality area at Speedway; till 6 p.m.
Practice for all MBNA Superbike Tour classes, till 4:50 p.m.
Registration and tech inspection for the 49th annual Alligator Enduro, sponsored by the Daytona Dirt Riders; Tomoka Farms Road, west of Speedway; 904/761-6123.

5 p.m.
Chris Carter radio show, recorded at Ramada Inn opposite Daytona International Speedway until 7 p.m. Tape-delay airing on WNDB 1150 AM.

7 p.m.
AHRMA Awards Banquet; De Land Holiday Inn; advance ticket sales only; 715/842-9699.

MARCH 4

7 a.m.
Registration open for MBNA Superbike Tour riders, crew, sponsors and guests till 4 p.m.; AMA building at Speedway.
MBNA Superbike Tour tech inspection open till 5 p.m.

8 a.m.
Practice for all MBNA Superbike Tour classes till 11:40 a.m.
Southeast Amateur National Championship dirt-track races, including AHRMA Vintage National; Volusia Speedway Park, Barberville; 904/788-4709.

9 a.m.
Start of 49th annual Alligator Enduro; Tomoka Farms Road, west of Speedway; 904/ 761-6123.
American Motorcycle Institute open-house tours till 5 p.m., AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.
International Motorcycle Show open till 6 p.m.; outside Speedway main grandstand.
AHRMA/Ohio Valley BSA Owners Club vintage ride; Edmunds Center, Stetson University, De Land; concours outside Edmunds Center, concours registration 10 a.m.; show ends 3 p.m.; 407/774-6669.
Excelsior-Henderson motorcycle and accessory show; Peabody Auditorium, Wild Olive and Auditorium Blvd., till 6 p.m.; 612/873-7000.
Honda Rider's Club of America display tent and hospitality area open till 5 p.m. (all riders welcome) in front of Winston Tower; 310/783-3958.
Harley-Davidson demo rides, till 3 p.m.; northeast corner of Speedway grounds.
Buell demo rides; Buell Riders Adventure Group (BRAG) hospitality area at Speedway; till 3 p.m.
Excelsior-Henderson demo rides, till 4 p.m.; Speedway.
Yamaha demo rides, till 4 p.m.; Speedway.
Triumph demo rides, till 4 p.m.; Speedway.
Suzuki demo rides, till 4 p.m.; Speedway.
Kawasaki demo rides, aftermarket accessory show and Good Times Owners Club hospitality area at Speedway, till 5 p.m.
Victory demo rides, till 5 p.m.; Speedway.
BMW demo rides, till 4:30 p.m.; sign-up at 8 a.m.; Speedway.

9:30 a.m.
Tenth annual AMI Brute Horsepower Shoot-Out (dynamometer horsepower competition), till 4 p.m.; AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

10 a.m.
Twelfth annual Daytona Antique & Classic Motorcycle Auction and Vintage Bike Meet, featuring J. Wood auction preview and AMA/Will Stoner Swapmeet, till 6 p.m.; Edmunds Center, Stetson University, De Land; auction: 352/795-8895; swap meet: 440/543-0632.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.
Harley-Davidson and Buell Indoor Show open till 5 p.m.; Ocean Center.

12:40 p.m.
Pro Honda Oils 600cc Super Sport qualifying, till 1:30 p.m.

1:40 p.m.
Progressive Insurance Pro Thunder qualifying, till 2 p.m.

2:10 p.m.
The Interstate Batteries Race for the Pole, MBNA Superbike qualifying for the Daytona 200, till 4:20 p.m.

4:30 p.m.
Lockhart-Phillips USA 750cc Super Sport qualifying, till 5:20 p.m.

5 p.m.
Chris Carter radio show, recorded at Ramada Inn opposite Daytona International Speedway until 7 p.m. Tape-delay airing on WNDB 1150 AM.

7:30 p.m.
Honda Rider's Club of America dinner with the Honda race teams (HRCA members only); tickets must be purchased by February 15; 310/783-3958.
MARS pavement Pro-Am half mile; Volusia Speedway Park, Barberville; 843/626-9455.

MARCH 5

7 a.m.
Registration for MBNA Superbike Tour crew, sponsors and guests open till 4 p.m.; AMA building at Speedway.
MBNA Superbike Tour tech inspection open till 5 p.m.

8 a.m.
Practice for all MBNA Superbike Tour classes till 11:20 a.m.

9 a.m.
Open-house tours till 5 p.m., American Motorcycle Institute (AMI) campus, 3042 W. International Speedway Blvd.; 800/874-0645.
International Motorcycle Show open till 6 p.m.; outside Speedway main grandstand.
Excelsior-Henderson motorcycle and accessory show, Peabody Auditorium, Wild Olive and Auditorium Blvd., till 6 p.m.; 612/873-7000.
Honda Rider's Club of America display tent and hospitality area open till 5 p.m. (all riders welcome) in front of Winston Tower; 310/783-3958.
Harley-Davidson demo rides, till 3 p.m.; northeast corner of Speedway grounds.
Buell demo rides; Buell Riders Adventure Group (BRAG) hospitality area at Speedway; till 3 p.m.
Excelsior-Henderson demo rides, till 4 p.m.; Speedway (corner of Midway and International Blvd.)
Yamaha demo rides, till 4 p.m.; Speedway.
Triumph demo rides, till 4 p.m.; Speedway.
Suzuki demo rides, till 4 p.m.; Speedway.
Kawasaki demo rides, aftermarket accessory show and Good Times Owners Club hospitality area at Speedway; till 5 p.m.
Victory demo rides, till 5 p.m.; Speedway.
BMW demo rides, till 4:30 p.m.; sign-up at 8 a.m.; Speedway.

9:30 a.m.
Tenth annual AMI Brute Horsepower Shoot-Out (dynamometer horsepower competition), till 4 p.m.; AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.

10 a.m.
Twelfth annual Daytona Antique & Classic Motorcycle Auction and Vintage Bike Meet, featuring J. Wood auction preview and AMA/Will Stoner Swapmeet, till 6 p.m.; Edmunds Center, Stetson University, De Land; auction: 352/795-8895; swap meet: 440/543-0632.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.
Harley-Davidson and Buell Indoor Show open till 5 p.m.; Ocean Center.
Registration and tech inspection open till noon for Hot Shoe National Short Track; Daytona Municipal Stadium.
Classic & Custom Japanese Daytona Bike Rally, till 3 p.m.; Klassix Auto Museum, 2909 International Speedway Blvd.; 904/252-3800.

12:20 p.m.
Final MBNA Superbike qualifying sessions for Daytona 200; till 2:10 p.m.

1 p.m.
Registration for Daytona Supercross by Honda open till 6 p.m., for riders and mechanics; AMA building at Speedway; no registration for riders or mechanics on Saturday.
Buell Riders Adventure Group (BRAG) ride to Daytona, led by Erik Buell, departs Dick Farmer's H-D/Buell; 46 N. Orange Blossom Trail, Orlando; 407/423-0346.

2:20 p.m.
Professional road race finals, till 5 p.m.
Lockhart-Phillips USA 750cc Super Sport (15 laps)
250cc Grand Prix heat races (five laps each)
Pro Honda Oils 600cc Super Sport (18 laps)

5 p.m.
Chris Carter radio show, recorded at Ramada Inn opposite Daytona International Speedway until 7 p.m. Tape-delay airing on WNDB 1150 AM.

6 p.m.
Pits open for autograph session till 7:30 p.m., Hot Shoe National Short Track, Daytona Municipal Stadium.
Ducati and Ducati Online Bike Show and Dinner; Daytona Beach Senior Center on City Island; all bikes in show must be entered by 6 p.m.; dinner follows at 7 p.m., featuring Eraldo Ferracci and Ducati racers; e-mail: veloce916@aol.com; 954/764-3847.

8:30 p.m.
Heats and semis begin for Hot Shoe National Short Track; Daytona Municipal Stadium.

10:25 p.m.
Hot Shoe National Final; Daytona Municipal Stadium.

MARCH 6

7 a.m.
Registration for Daytona Supercross by Honda open till 1 p.m. for guests, manufacturers, bonus-award sponsors and officials; AMA building at Speedway; no rider or mechanic registration, no credentials sold, will-call only.

8 a.m.
Eleventh annual American Motorcycle Heritage Foundation Breakfast, De Land Holiday Inn; guest speaker Mert Lawwill, 1969 Grand National Champion and star of "On Any Sunday"; purchase tickets by February 24; 614/856-1900.
Rat's Hole Custom Chopper Show, till dusk; Ocean Center parking lot; 904/257-1824.

8:30 a.m.
Supercross practice.

9 a.m.
American Motorcycle Institute open-house tours till 5 p.m., AMI campus, 3042 W. International Speedway Blvd.; 800/874-0645.
AMA Risk Management Workshop, AMI campus, 3042 W. International Speedway Blvd.; 614/856-1900.
International Motorcycle Show open till 6 p.m.; outside Speedway main grandstand.
MBNA Superbike Tour registration for crew, sponsors and guests open till 1 p.m.; AMA building at Speedway.
Riders Association of Triumph (RAT) Run to De Leon Springs State Park for a pancake breakfast; meet at parking lot, Volusia Shopping Mall, opposite Daytona International Speedway; everyone welcome; prize drawings for RAT members; 770/631-9500.
Excelsior-Henderson motorcycle and accessory show; Peabody Auditorium, Wild Olive and Auditorium Blvd., till 6 p.m.; 612/873-7000.
Buell Riders Adventure Group (BRAG) ride, led by Erik Buell, sponsored by Daytona H-D/Buell, departs Buell demo site; meet for coffee and donuts at 8 a.m.; 904/253-2453.
Honda Rider's Club of America display tent and hospitality area open till 5 p.m. (all riders welcome) in front of Winston Tower; 310/783-3958.
Harley-Davidson demo rides, till 3 p.m.; northeast corner of Speedway grounds.
Buell demo rides; Buell Riders Adventure Group (BRAG) hospitality area at Speedway; till 3 p.m.
Excelsior-Henderson demo rides, till 4 p.m.; Speedway.
Yamaha demo rides, till 2 p.m.; Speedway.
Triumph demo rides, till 2 p.m.; Speedway.

9 a.m.
Suzuki demo rides, till 1 p.m.; Speedway.
Kawasaki demo rides, aftermarket accessory show and Good Times Owners Club hospitality area at Speedway, till noon.
Victory demo rides, till noon; Speedway.
BMW demo rides on infield track only, till 4:30 p.m.; sign-up starting at 8 a.m. at Gate 50; Speedway.

10 a.m.
Twelfth annual Daytona Antique & Classic Motorcycle Auction and Vintage Bike Meet, featuring J. Wood auction and AMA/Will Stoner Swap Meet, till 6 p.m.; auction begins at 2 p.m.; Edmunds Center, Stetson University, De Land; auction: 352/795-8895; swap meet: 440/543-0632.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.
Harley-Davidson and Buell Indoor Show open till 4 p.m.; Ocean Center.
Registration and tech inspection open till noon for Daytona Short Track, opening round of Grand National Dirt Track Series; Daytona Municipal Stadium.

11 a.m.
Supercross qualifying heats.
Harley-Davidson Meet the Racers, with factory dirt track and superbike race teams; till noon; Ocean Center.

12 p.m.
Harley-Davidson MDA Auction; Ocean Center.
Grand National Cross Country amateur/semi-pro races, ATV classes only; registration 9 a.m.; Paradise Park in Macon, GA (I-16 to exit 6 Huber Sgoda Rd. N., 3 miles); Racer Productions; 304/284-0084.

12:50 p.m.
Opening ceremonies, 29th Daytona Supercross by Honda, followed by 125cc and 250cc heat races; 15-lap 125cc final - 3:45 p.m.; Daytona Supercross 250cc final (20 laps) - 4:20 p.m.

5 p.m.
Chris Carter radio show, recorded at Ramada Inn opposite Daytona International Speedway til 7 p.m. Tape-delay airing on WNDB 1150 AM.

6 p.m.
Pits open for autograph sessions till 7:30 p.m. for Daytona Short Track; Daytona Municipal Stadium.

8:30 p.m.
Heats and semis begin for Daytona Short Track; Daytona Municipal Stadium.

10:25 p.m.
AMA Daytona Short Track Final; Daytona Municipal Stadium.

MARCH 7

7:30 a.m.
Blessing of the Bikes; St. Paul's Catholic Church, U.S. Route 1; followed by a ride to Bellair Plaza for parade start; 904/255-0981.

8 a.m.
Harley-Davidson Parade formation till 9 a.m.; leaves Bellair Plaza to Speedway.
Registration opens for MBNA Superbike Tour crew, sponsors and guests till 11 a.m.; AMA building at Speedway.
MBNA Superbike Tour tech inspection opens.

9 a.m.
Practice for all MBNA Superbike Tour classes till 10 a.m.
International Motorcycle Show open till 1 p.m.; outside Speedway main grandstand.
Honda Rider's Club of America display tent and hospitality area open till 5 p.m. (all riders welcome) in front of Winston Tower; 310/783-3958.
Buell demo rides; Buell Riders Adventure Group (BRAG) hospitality area at Speedway; till 1 p.m.
BMW demo rides, till noon, sign-up at 8 a.m.; Speedway.

10 a.m.
Bike Week Welcome Center open till 10 p.m.; 503 Main St.; 904/255-0981.
Harley Heaven opens at Speedway; Turn 3 grandstands.
Grand National Cross Country amateur/semi-pro races, motorcycle classes (C and Super Senior only); registration 8 a.m.; A, B and Pro classes at 1 p.m.; registration 9 a.m.; Paradise Park in Macon, GA (I-16 to exit 6 Huber Sgoda Rd. N., 3 miles); Racer Productions; 304/284-0084.

10:30 a.m.
Buell owners meet at Buell Riders Adventure Group (BRAG) hospitality tent at Speedway to watch Pro Thunder race.
Georgia National Championship semi-pro/youth motocross; registration 7 a.m.; Echeconnee Moto-X in Macon, GA (I-475 bypass, exit 1, left on U.S. 80, 2 miles to Knoxville Rd., left 7 miles, track on left); 912/788-8227 or 912/788-0413.

11 a.m.
250cc Grand Prix final (18 laps).

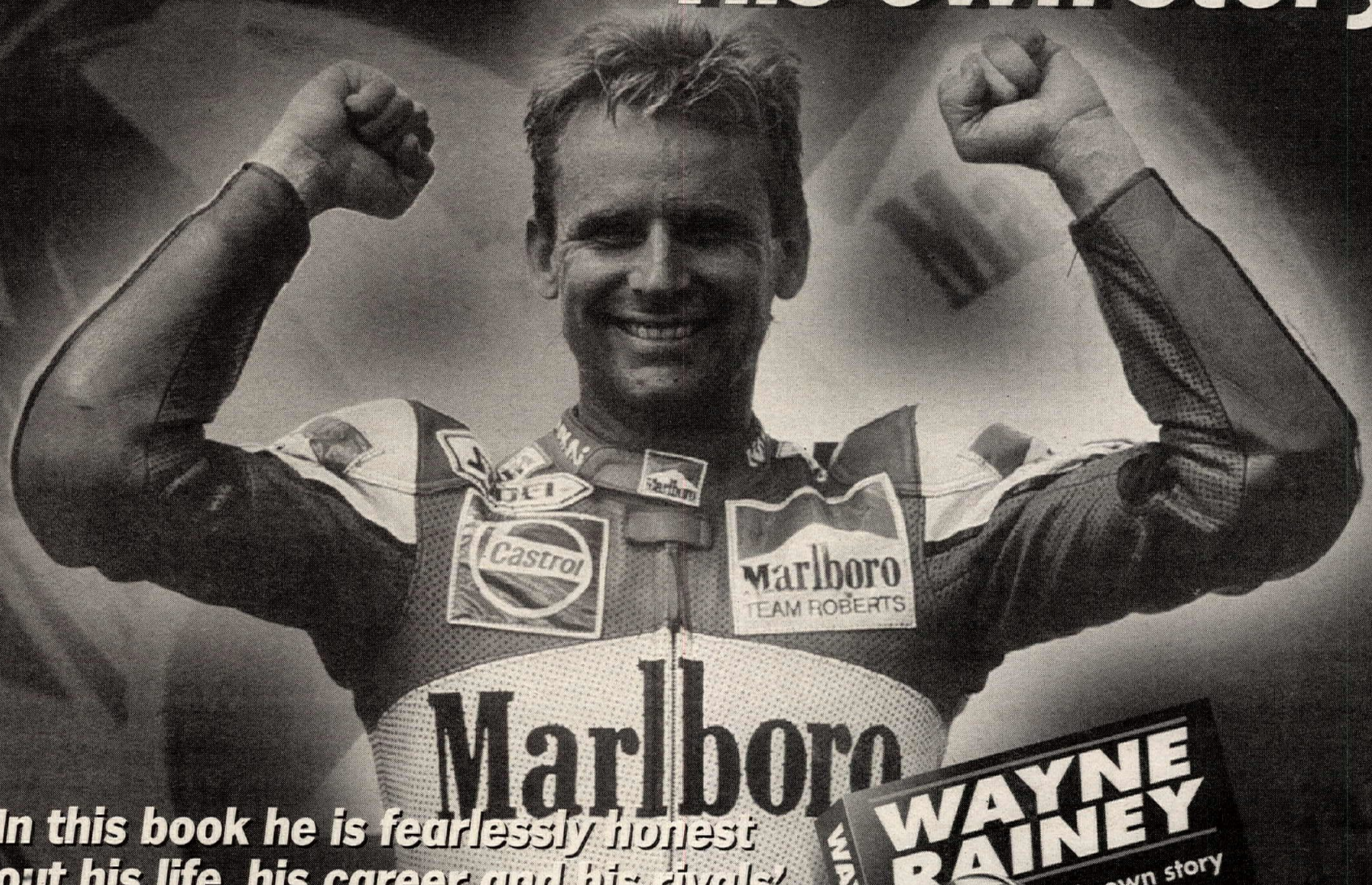
Noon
Progressive Insurance Pro Thunder final (11 laps).

1 p.m.
Opening ceremony and award presentations.

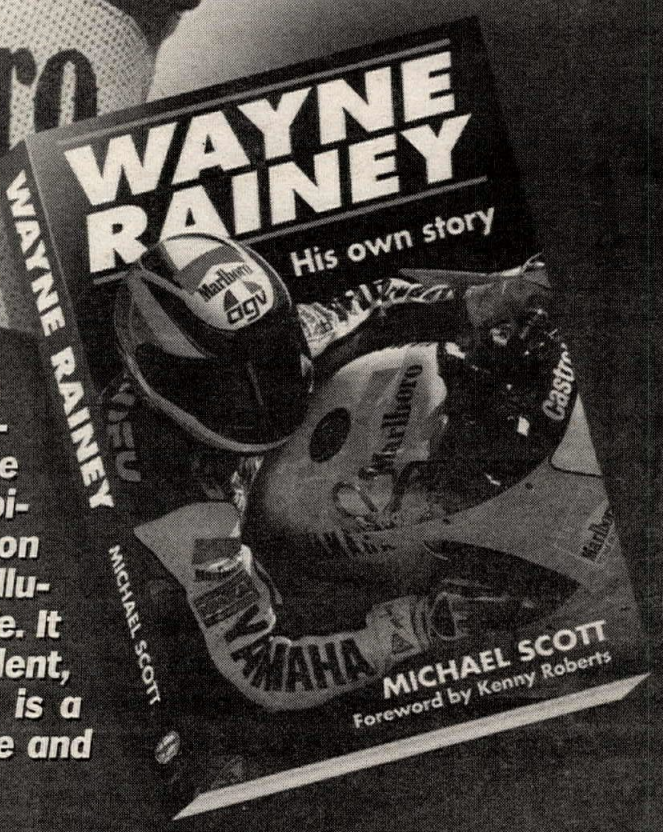
1:15 p.m.
Sighting lap for the MBNA Superbike final.

1:30 p.m.
58th Daytona 200 by Arai (57 laps).

WAYNE RAINEY
- His own story



'In this book he is fearlessly honest about his life, his career and his rivals'
- Kenny Roberts



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Traffic jam

By Geoff Meyer

LE TOUQUET, FRANCE, FEB. 14

With the applause of around 300,000 screaming French spectators ringing in his ears, Yamaha Motor France-backed rider Jean-Claude Mousse took the win at the 24th annual Optic 2000 Le Touquet Beach race.

While Mousse was the race winner, it was the complete Yamaha France team that stood out, as second place went to four-time winner Arnaud Demeester and third place went to David Fretigne, making it a podium monopoly for Yamaha. Privateer Charly Tonus, who was also on a Yamaha, took fourth place.

Mousse, 27, may have walked away with the top spot, but everyone in attendance was looking at Demeester with admiration. The defending champion broke his arm only four weeks prior to the event and rode the final nine laps of the race in severe pain.

"I wanted to race this thing," Demeester said. "I did not want to be sitting in the crowd and looking at my teammates leading. I really was hurting, though, after the first four laps."

Demeester's problems were not the only topic of conversation at this year's beach classic. David Hauquier, who won the race in 1997, was prevented from starting the event after being found by the organizers practicing on the beach a week prior to the race.

"I don't understand," Hauquier said. "Every year they find somebody on the beach practicing, but they never have excluded them. I'm shattered."

With Hauquier out and Demeester injured, many were wondering who could win the 1999 event. Would it be five-time World Motocross Champion Georges Jobe, who was making his return on a KTM at Le Touquet? Or would it be new KTM MX team rider Frederic Vialle?

It would be neither, as it turned out.

Jobe did not finish the race, while Vialle took the checkered flag in 27th, which did nothing to impress his team manager, Kees van der Ven, a five-time Le Touquet winner.

The crazy thing about this event is the way it begins. First, the riders ride out of parc ferme, parade through the coastal village of Le Touquet, and then pile out onto the beach. Once on the beach, the 743 competitors struggle for their starting positions before being sent down the 5-mile straight to Le Goulet. This is when the fun begins. At Le Goulet, 700-plus riders lock handlebars in a war of survival as they fight for space through the first turn.

Belgian motocrosser Thierry Bethys, riding a Honda, led the way into the first corner, followed by teammate Fanck Duflou, Mousse, Demeester and Fretigne. Once the top 10 or so came through Le Goulet, the first corner quickly turned into a monumental traffic jam. Rider after rider bogged down in the thick, wet sand, and finally most of the field was submerged up to their mudguards. Even when the lead riders arrived for lap two, the mess still had not been cleaned up. As Bethys, Mousse and Demeester came around, they were forced to dodge stranded machines while traveling at around 70 mph.

Bethys was soon feeling the heat from the Yamaha-mounted riders, and within three laps it was Mousse, Demeester and Fretigne holding the top three places. Further back, Jobe and Vialle were fighting losing battles. Jobe was out of the top 50, and Vialle was somewhere around 30th.

Bethys soon dropped back.

"I did not want to race too hard early, and they just came by me," the early leader admitted. "I could not keep with them if I wanted to."

Not a lot happened between laps five and eight, but then problems developed for the leaders. Demeester suddenly found himself on the deck.

"I was really hurting and I lost concentration," Demeester said. "The course was really making me work my arms, and my broken arm just could not take it."

Fretigne, an enduro specialist, made the most of Demeester's crash by moving into second place, and he soon had Mousse in his sights. Mousse, though, was not playing the waiting game, and in the next three laps he set a blistering pace.

Fretigne was unable to maintain the same speed and he slowed, and, despite his now-throbbing arm, Demeester repassed Fretigne for second place. Fretigne then started worrying about Tonus, who was making up serious ground on him. But Tonus was hurting.

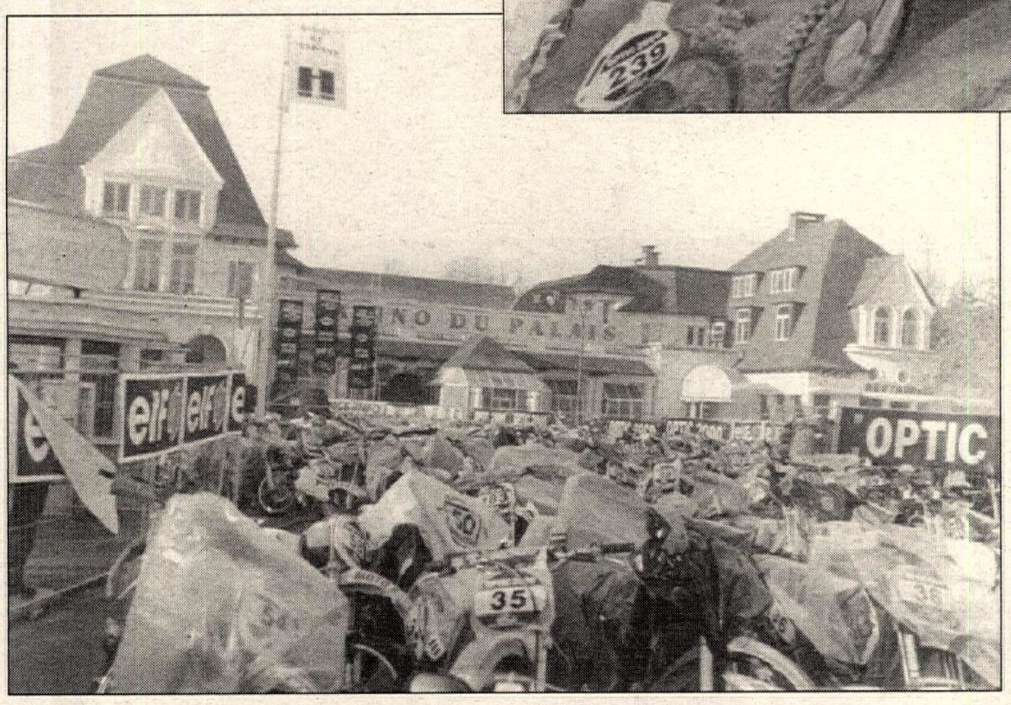
"I was really suffering," Tonus said. "My hands were blistered from the quad race, and they started bleeding. I figured if I can get fourth, that would be a good effort. On the last lap, I crashed twice and held on for fourth. Some of my friends told me I was, in fact, gaining on Fretigne, but I did not even realize it."

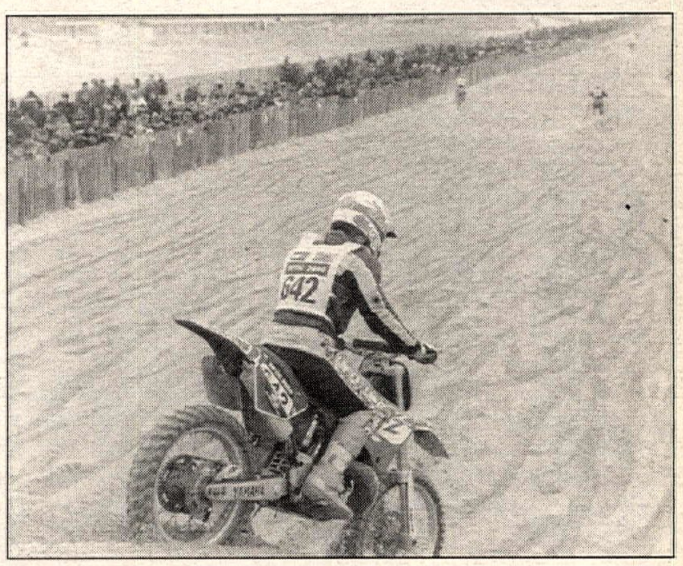
Up front, Mousse had the winner's trophy on his mind.

"The bike was running very well and my condition was perfect," Mousse said.

Demeester was not too troubled by his loss. After all, he has scored four wins and two seconds in the past six years at this race. It's little wonder the Frenchman was still smiling hours after the event.

"In this race, which is my life, you have to take your chances," he said. "With my arm the way it is, I have not lost. Next year, I will come back and go for the record fifth win." CN





(Above) Turn one at the Le Touquet Beach Race is one of motorcycle racing's most famous spectacles. (Left) More than 700 riders participated in the famous race on the beach. (Right) This straightaway was five miles long. The race attracted an estimated 300,000 spectators.

Le Touquet Beach Race
Le Touquet, France
Results: February 14, 1999

O/A: 1. Jean-Claude Mousse (Yam); 2. Arnaud Demeester (Yam); 3. David Fretigne (Yam); 4. Charly Tonus (Yam); 5. Thierry Bethys (Hon); 6. Vincent Cambier (Kaw); 7. Eric Aubijoux (Yam); 8. Christian Houyaux (Hon); 9. Dany Tetelin (Yam); 10. Vincent Thiollier (Yam).

U.S. Off-Road Championship Series, Round 5

Walters whips 'em

By Mike Larson

PHOENIX, AZ, FEB. 6

After sitting out a couple of rounds with a punctured lung and a couple of broken ribs, 1998 U.S. Off-Road Championship Series champ Spud Walters got back in the groove at Phoenix. The White Brothers Yamaha pilot led every lap of the main event in Phoenix and had little trouble in doing so.

Walters' White Brothers teammate Scott Myers backed up a heat-race win with a solid second place in the main event behind Walters, while local favorite Robert Naughton piloted yet another Yamaha to third place.

The points race in the series continues to tighten up and remains very interesting. The rider piloting the oldest bike in the series, Chris Knox, guided his privateer 1996 Husaberg to a sixth-place finish in the main and took over the series points lead. The Lewisburg, Ohio, rider leads Chris Ridgway, 559-546, while Walters is third and closing, with a main-event win and 473 points. Walters rejoined the series after sitting out the first two rounds in St. Louis and Minneapolis, and he has been steadily working his way to the front, while Knox and Ridgway have relied on consistent finishes.

The 20-rider thunderbike main was made up of nine riders from each heat race and two riders out of the last-chance qualifier. Myers and Walters each picked up wins in the heat races. Myers topped heat race number one after working his way past early front-runners Ridgway (who got the holeshot) and KTM pilot Mark Roop. Once out front, Myers styled his way to the win. In the second heat, it was Knox on the vintage Husaberg with the early lead, but it was short-lived as Walters came charging to the front. The LCQ win went to Californian Ben Shank.

The 20-rider main event thundered into turn one with Walters leading the pack around the sweeper. By the time the field hit the triples on the first lap, Walters already had his YZ400F at warp speed and had already begun to pull out a small advantage over Myers, Vertemati-mounted Steve Drew and Knox. With a clear track, Walters steadily put distance on the pack, with Myers working to keep pace in second.

The best battle on the track was for the third-place spot, with Drew fighting with Naughton, Dano Legere and Knox, who had fallen victim to the Naughton and Legere attack. These four riders remained fairly close through the middle portion of the race.

Halfway through the eight-lap contest, Walters had checked out, while Myers looked to be locked in the second-place spot. Naughton had turned up the pressure on Drew for the final podium spot as they battled within a few bike lengths of each other in the last half of the race.

On the white-flag lap, Walters, with a comfortable lead on Myers, had already started to put on a show for the crowd, while Drew and Naughton remained in a bar-to-bar fight for third. In the end, it was Walters picking up the win, followed by Myers, while Naughton managed to squeeze by Drew on the final circuit for third.

Legere and Knox rode a steady race to finish fifth and sixth, respectively. The sixth-place finish let Knox take over the points lead, while Tony Sulek, Phoenix homeboy Troy Kalina, Shank and Tony Fuller filled out the top 10 spots. Ridgway had a less-than-stellar race after getting a bad start and falling down; he finished 13th, which relegated him to second in points behind Knox. CN

(Above) Defending 1998 series champ Spud Walters picked up his first main-event win of 1999 at the Phoenix round of the U.S. Off-Road Championship Series. (Right) Scott Myers backed up a heat-race win with a runner-up finish in the main event. (Left) Chris Knox piloted his Husaberg to sixth place in the sea of Yamahas, picking up the points lead in the process.

Bank One Ball Park
Phoenix, Arizona
Results: February 6, 1999 (Round 5)

O/A: 1. Spud Walters (Yam); 2. Scott Myers (Yam); 3. Robert Naughton (Yam); 4. Steve Drew (Ver); 5. Dano Legere (Yam); 6. Chris Knox (Hbg); 7. Tony Sulek (Yam); 8. Troy Kalina (Yam); 9. Ben Shank (Yam); 10. Tony Fuller (Yam); 11. Mark Roop (KTM); 12. Ryan Mortensen (Yam); 13. Chris Ridgway (Yam); 14. Rick Nagle; 15. Sam Weinbach; 16. Zack McKinley (Hbg); 17. Alex Zapata (Yam); 18. Jason Birdsong (Yam); 19. Joe Schneider (Yam); 20. Jonnie Derenio (Yam).

U.S. Off-Road Championship Series Point Standings (After 5 of 12 rounds): 1. Chris Knox (559); 2. Chris Ridgway (546); 3. Spud Walters (473); 4. Todd Downs (457); 5. Mark Roop (450); 6. Keith Guiden (304); 7. Mark Bonnell (289); 8. Scott Myers (233); 9. Troy Kalina (218); 10. Demarco Guiden (217).

AMA Victory Sports Indoor Winter Series
Rounds 11 & 12

Horton wraps up Morristown

By Barbara Williams
Photos by Loren Williams

MORRISTOWN, TN, FEB. 5-6

Robbie Horton simply dominated both rounds of the AMA Victory Sports Indoor Winter MX Series held at the Walters State Arena in Tennessee. Horton was nearly perfect over the weekend, as only a first-turn crash in Saturday's 125cc A final prevented him from winning everything in sight. Todd Bennick claimed the win in that race, but otherwise all 125 and 250cc A-class victories belonged to the Team Moto Planet/Al Lane Yamaha rider, as Horton cashed out with $1750 in Pro money.

"I've been training every day - running, running, running - and it's toughening me up," Horton said.

Though Horton's Friday night victories went like clockwork, Bennick, on his Suzuki of Winston-Salem RMs, was always there, waiting for that right opportunity to attack - but those chances never came.

In Saturday's 125cc A main, a first-turn pileup took out nearly half the field, including Horton and Bennick. William Wilson managed to avoid the mayhem and found himself in front.

Bennick and Horton, among others, were forced to work their way to the front. By halfway through the 12-lap battle, Bennick had caught up to leader Wilson, who made Bennick and Horton work for the pass. They finally got by Wilson when he went off the track.

Wilson was able to get things back together in time to hang on to third, in front of Michael Mercer and Josh Capps, who rode a consistent race to place in the top five.

Horton's 250cc A outing was uneventful, as he grabbed the holeshot and led every lap for a wire-to-wire win.

Wilson came through turn one in second, with Bennick breathing down his neck. Matt Shue stepped in to join the battle, and the trio put on a fine exhibition of racing skills for the Morristown crowd.

At the halfway point, Bennick put a body-block-pass on Wilson, sending Wilson to the ground. As Bennick and Shue continued their tug-of-war to the checkered flag, Wilson remounted and managed to finish seventh.

Bennick held on to beat Shue to the finish line to grab second.

In other class action, Dwane Mitchell owned Saturday's running of the 125cc C class, grabbing the holeshot and rolling on to victory. Jason Tucker cruised in second the whole way.

Shortly after that win, Mitchell blasted off the line with the rest of the Unlimited Amateur riders, but it was Danny Smith taking the win this time. Donnie Adams and Jeremiah Kirkland followed him across the finish line for second and third, respectively. Mitchell took fourth. CN

Walters State Arena
Morrison, Tennessee
Results: February 5-6, 1999 (Rounds 11 & 12)

Friday

50 (4-6): 1. Preston Thomas (Cob); 2. Ian Trettel (Cob); 3. Forrest Lane (Cob); 4. Cody Robbins (Cob); 5. Trevor Brown (Cob).

(Left) Robbie Horton was top dog at Morristown, Tennessee, in what he considered to be his last warmup before the Tampa Supercross. (Below) Allen Gravitt (1) and race winner Scott Plessinger head for the first turn during the High Point Hare Scrambles in Perry, Georgia.

50 (7-8): 1. Bradley Bunch (Cob); 2. D.J. Ellis (KTM); 3. Patrick Johnson (KTM); 4. Benjamin Denton (Act); 5. John Baltas (Cob).

50 SHAFT: 1. Cody Robbins (Yam); 2. Chelsea McSwain (Yam); 3. Tres Waldroop (Yam); 4. Colton Renaker (Yam); 5. David Clark (Yam).

65 (7-9): 1. Zach Osborne (KTM); 2. Matthew Mashburn (Kaw); 3. Dustin Rowe (Kaw); 4. D.J. Ellis (KTM); 5. Cameron Stone (Kaw).

65 (10-11): 1. Jared Tuten (KTM); 2. Harris Altman (KTM); 3. Taylor Reilly (Kaw); 4. Jeremy Masen (Kaw); 5. Corey Moore (Kaw).

80 BEG: 1. Casey Rice (Yam); 2. Casey Shaw (Hon); 3. Jerry Mashburn (Kaw); 4. Kyle Paxton (Hon); 5. Corey Richey (Hon).

JR MINI: 1. Zach Osborne (KTM); 2. Harris Altman (KTM); 3. Jerry Mashburn (Kaw); 4. Dustin Rowe (Kaw); 5. Matthew Mashburn (Kaw).

85 (12-13): 1. Kyle Preston (Yam); 2. Ty Conway (Yam); 3. Douglas Thomason (Kaw); 4. Curtis Dyer (Yam); 5. Blake Arrowood (Hon).

85 (14-15): 1. Freddy Rowe (Hon); 2. Justin Jones (Yam); 3. Casey Rice (Yam); 4. Kyle Paxton (Hon); 5. Jason Dupell (Yam).

S/MINI: 1. Douglas Thomason (Kaw); 2. Ty Conway (Yam); 3. Kyle Preston (Yam); 4. Freddy Rowe (Hon); 5. Justin Jones (Yam).

125 A: 1. Robbie Horton (Yam); 2. Todd Bennick (Suz); 3. Tommy Collier (Suz); 4. Chad Newton (Yam); 5. Hans Neel (Hon).

125 B: 1. Danny Smith (Suz); 2. Tony Graham (Yam); 3. Jeremiah Kirkland (Yam); 4. Kyle Justice (Suz); 5. Matt Ketcheson (Suz).

125 C: 1. Justin Lowery (Hon); 2. John Guker (KTM); 3. T.J. Fairbanks (Suz); 4. Dwane Mitchell (KTM); 5. Brandon Ellenburg (Suz).

125 D: 1. Dustin Messer (Suz); 2. Daniel Goulds (Hon); 3. Michael Branham (Hon); 4. Keith Parker (Suz); 5. Jeffrey Sparks (Hon).

250 A: 1. Robbie Horton (Yam); 2. Todd Bennick (Suz); 3. Chad Newton (Yam); 4. Joshua Capps (Kaw); 5. Michael Mercer (Suz).

250 B: 1. Nathan Scheid (Kaw); 2. Shane Fox (Suz); 3. Aaron Ellenburg (Yam); 4. Matthew Withrow (Yam); 5. William Smallwood (Suz).

250 C: 1. John Guker (KTM); 2. Jason Rowe (Yam); 3. Ted Osborne Jr. (KTM); 4. Travis Collins (Yam); 5. Jesse Baker (Suz).

250 D: 1. Scott Dillon (Hon); 2. Anthony Stout (Yam); 3. Allen McWilliams (Yam); 4. Frank Tittle (Hon); 5. Clark Brooks (Kaw).

25+: 1. Shane Fox (Suz); 2. Randall Rowe (Suz); 3. W. David Eller (Kaw).

30+: 1. Jeff Elkins (Kaw); 2. Randall Rowe (Suz); 3. W. David Eller (Kaw); 4. Danny Byrd (Hon); 5. Lesia Cecil (Suz).

U/L AM: 1. Danny Smith (Suz); 2. Jeremiah Kirkland (Yam); 3. Dwane Mitchell (KTM); 4. Tony Graham (Yam); 5. Adam Smith (Yam).

U/L C/D: 1. John Guker (KTM); 2. T.J. Fairbanks (Suz); 3. Adam Smith (Yam); 4. Justin Lowery (Hon); 5. Michael Branham (Hon).

Saturday

50 (4-6): 1. Ian Trettel (Cob); 2. Forrest Lane (Cob); 3. Cody Robbins (Cob); 4. Trevor Brown (Cob); 5. Preston Thomas (Cob).

50 (7-8): 1. D.J. Ellis (KTM); 2. Bradley Bunch (Cob); 3. Patrick Johnson (KTM); 4. Benjamin Denton (Act); 5. Brandon Clayton (Cob).

50 SHAFT: 1. Cody Robbins (Yam); 2. Joshua Rutherford (Yam); 3. Tres Waldroop (Yam); 4. David Clark (Yam); 5. Shawn Lunsford (Yam).

65 (7-9): 1. Zach Osborne (KTM); 2. D.J. Ellis (KTM); 3. John Mulligan (Kaw); 4. Matthew Mashburn (Kaw); 5. Dustin Rowe (Kaw).

65 (10-11): 1. Harris Altman (KTM); 2. Jared Tuten (KTM); 3. Taylor Reilly (Kaw); 4. Travis Bond (KTM); 5. Kelsie Bernholtz (KTM).

80 BEG: 1. Casey Rice (Yam); 2. Lori Zimmerman (Suz); 3. Corey Richey (Hon); 4. Kyle Paxton (Hon); 5. John Manners (Suz).

JR MINI: 1. Zach Osborne (KTM); 2. Harris Altman (Suz); 3. Dustin Rowe (Kaw); 4. Jared Tuten (KTM); 5. Jerry Mashburn (Kaw).

85 (12-13): 1. Joshua Mulligan (Yam); 2. Garrett Meek (Kaw); 3. Trey Meek (Kaw); 4. Curtis Dyer (Yam); 5. Brandon Belcher (Suz).

85 (14-15): 1. Justin Jones (Yam); 2. Freddy Rowe (Hon); 3. Brandon Durbeck (Yam); 4. Casey Rice (Yam); 5. Jason Dupell (Yam).

SETRA Hare Scrambles Series
Round 9: High Point Hare Scrambles

Plessinger pulls through

By Kenneth King

PERRY, GA, JAN. 24

Racing for the first time on his new F&S-sponsored Suzuki, Scott Plessinger took top honors in round nine of the SETRA Hare Scrambles Series. Coming back from an injury, Plessinger battled with YZ400-mounted Randy Hawkins and Gas Gas pilot Franklin Ramey III en route to the win.

"It was a good race, and it was nice to win on something that I've never raced before," said Plessinger afterward. "This was my first race back since my wrist injury, and it's pretty sore. Hopefully I'll get in some riding and get it back in shape."

Ramey had his share of bad luck throughout the event. He led from early in lap one until midway through the last lap, when he got tangled up in some barbed wire. It became all wrapped up in his rear wheel, and by the time he got it out, he had decided to call it quits.

Hawkins, meanwhile, was right on Plessinger's rear fender, just three seconds back when they crossed the finish line.

"The course was so fast, I felt you couldn't get away from other riders," said Hawkins. "I waited and I had a few lines close to the finish that no one was using, and I figured I would wait until the last lap and use them. Scott and I passed each other a few times on the last lap and had a real good race to the finish."

When the AA riders got the green flag at the start of the event, Plessinger jumped out front, with Allen Gravitt

S/MINI: 1. Ty Conway (Yam); 2. Curtis Dyer (Yam); 3. Brandon Durbeck (Yam); 4. Justin Jones (Yam); 5. Joshua Mulligan (Yam).

125 A: 1. Todd Bennick (Suz); 2. Robbie Horton (Yam); 3. William Wilson (Yam); 4. Michael Mercer (Suz); 5. Joshua Capps (Kaw).

125 B: 1. Jeremiah Kirkland (Yam); 2. Kyle Justice (Suz); 3. Shane Fox (Suz); 4. Tony Graham (Yam); 5. Nathan Scheid (Kaw).

125 C: 1. Dwane Mitchell (Yam); 2. Jason Tucker (Suz); 3. Matt Blevins (Suz); 4. John Guker (KTM); 5. Jon Witherspoon (Hon).

125 D: 1. Dustin Messer (Suz); 2. Michael Branham (Hon); 3. Kyle Moore (Yam); 4. David Rogers (Suz); 5. Jamie Raleigh (Hon).

250 A: 1. Robbie Horton (Yam); 2. Todd Bennick (Suz); 3. Matt Shue (Suz); 4. Scott Graves (Yam); 5. Tommy Collier (Suz).

250 B: 1. Nathan Scheid (Kaw); 2. Shane Fox (Suz); 3. Aaron Ellenburg (Suz); 4. William Smallwood (Suz).

250 C: 1. Jesse Baker (Suz); 2. Jason Rowe (Yam); 3. Earl Ingram (Kaw); 4. Kyle Henson (Suz); 5. John Guker (KTM).

250 D: 1. Ricky Smith (Kaw); 2. Clark Brooks (Kaw); 3. Carl Grizzle (Yam); 4. Rocky Clark (Yam); 5. Anthony Stout (Yam).

25+: 1. Charles Cassada (Hon); 2. Shane Fox (Suz); 3. Larry Brookbank (Suz); 4. Randall Rowe (Suz); 5. Allen Brown (KTM).

30+: 1. Jeff Elkins (Kaw); 2. Randall Rowe (Suz); 3. Larry Brookbank (Suz); 4. W. David Eller (Kaw); 5. Darin Watts (Yam).

U/L AM: 1. Danny Smith (Suz); 2. Donnie Adams (Kaw); 3. Jeremiah Kirkland (Yam); 4. Dwane Mitchell (KTM); 5. J.T. Smith (Hon).

U/L C/D: 1. John Guker (KTM); 2. King Smith (Suz); 3. Matt Blevins (Suz); 4. Adam Smith (Yam); 5. Jesse Baker (Suz).

(Left) Spud Walters powers his way to the win during round-three action of the U.S. Off-Road Thunderbikes Series, held in the Minneapolis Metrodome. (Right) Ryan Leach used a 1-1 tally to top the 250cc Pro class at round two of the CMC Pacific Northwest Golden State Nationals in Salem, Oregon.

and Ramey right on his tail. Ramey moved into the lead shortly after the start when Plessinger overshot a turn. By the end of the first lap, Ramey was still in the lead with a 10-second cushion over second-placed Steve Saunder. Plessinger and Hawkins sat third and fourth.

Gravitt was having problems further back.

"My brakes went out during the first lap and I got pretty aggravated," said Gravitt. "I just couldn't ride. They finally came back on lap two. Then I came in for gas and I got doused. I figure that was a good-enough reason to quit, so I did."

Both Plessinger and Ramey managed to find some barbed wire on the course on the third lap.

"I had just caught Randy (Hawkins) and Ramey when I got tangled up in the barbed wire," said Plessinger. "I managed to get it out of my rear wheel, but they got another 30 or 40 seconds on me."

Despite his problem, Plessinger began to reel in the lead two, and Ramey's encounter with the same wire did not hurt Plessinger's chances, either.

"Scott (Plessinger) had just passed me, and I got back around him," said Ramey. "I made a corner in one of the fields and got barbed wire all in my rear wheel. It was wrapped up in there bad. I borrowed some cutters from a guy and it took me a while to cut it out. It would have been a good race to the finish with Scott and Randy."

Hawkins had a similar account of the closing lap of the race.

"Me and Scott passed each other back and forth a bunch of times on the last lap," said Hawkins. "You would get behind a lapped rider in the mud and have to take a different line, and Scott would pass me. Then the same would happen to him later and I would pass him back. If Franklin hadn't got the wire caught in his wheel, it would have been a good race to the finish."

When Plessinger took the checkers, Hawkins was right on his rear wheel.

"I had fun," said Plessinger. "The course was a little fast, but it was still pretty good. I'm just trying to get as much riding in as I can to get my wrist in shape. The GNCC season is just a month or so away."

With Gravitt and Ramey not finishing the event, series regular Hawkins moved that much closer to capturing the SETRA championship. CN

High Point Hare Scrambles
Perry, Georgia
Results: January 24, 1999 (Round 9)

O/A: Scott Plessinger (Suz).
AA: 1. Randy Hawkins (Yam); 2. Steve Saunders.
OPEN A: 1. Jeff Vealey; 2. Mitch McRee; 3. Daniel Munsrud.
250 A: 1. Gary Hendricks; 2. Matt Beaty 3. Jeff Collins.
200 A: 1. Chris McDonald; 2. Mark Thompson; 3. Mark Hutchinson.
OPEN B: 1. Buzz Dyer; 2. Blair Jackson; 3. John Embro.
250 B: 1. Robert Blalock; 2. Scott Byrd; 3. Bobby Barefield.
200 B: 1. R.J. Lagroon; 2. David Keith; 3. Bruce Gann.
4-STRK B: 1. Paul McColl; 2. Chris Kite; 3. Peter Magee.
OPEN C: 1. Heath Henderson; 2. David Davis; 3. Scott Cooper.
250 C: 1. Steward Baylor: 2. Jonathan Phillips; 3. Toby Byrd.
200 C: 1. Shawn Dailey; 2. Chris Wahle; 3. David Martin.
4-STRK C: 1. Dwight Sutphin; 2. Jason Miller; 3. Jeff Flemister.
SR A: 1. Terry Hughes; 2. Jimmy Pratt; 3. Willie Bradshaw.
SR B: 1. Steve Moore; 2. Cameron Smith; 3. Mack Barber.
SR C: 1. Mel Smith; 2. John Wilson; 3. Danny Burkhalter.
S/SR A: 1. Robert Neeley; 2. Dan Jackson; 3. Frank Nelson.
S/SR B: 1. Bob Ingle; 2. Patrick Golden; 3. Larry Bollinger.
MSTR A: 1. Wayne Beaty; 2. Jim Ford.
MSTR B: 1. Steve Huggins; 2. Richard Patterson; 3. John Snyder.
MSTR C: 1. Sam Shaw.

U.S. Off-Road Championship Series, Round 3

Walters whips the thunderbikes

By George Hodkinson
Photo by Karen Hodkinson

MINNEAPOLIS, MN, JAN. 23

Spud Walters was the winner of round three of the PACE U.S. Off-Road Thunderbikes Series, held at the Hubert H. Humphrey Metrodome. The win marked Walters' second consecutive year winning the event, but this time the defending series champion rode against some new competition. The event definitely has grown in the last year, because this year qualifying heats were needed to whittle the field down to 20 riders for the main event.

A new rule for this year in the Thunderbike division allows the use of a substitute rider for a maximum of two events, providing that the substitute runs like machinery and number. In round two, this very rule allowed Scott Meyers to assist Walters in gaining some points on overall series leader Todd Downs. Walters had not raced any events prior to this one, as he was injured at an outdoor event in late December. He spent eight days in a hospital with a tube in his chest due to a collapsed lung from the horrific crash.

"I still think I have a good shot at the overall title," said Walters. "As long as I ride consistent, I should be a contender. Yamaha, White Brothers, and my mechanic, John Anderson, and I are all hopeful we will be there at the end."

Series points leader Downs could not make this event, but he took advantage of the new rule himself, as Minnesota native and experienced veteran Pro turned Polaris factory snowmobile racer Cory Keeney rode in Downs' spot. As a result, Downs did not lose any series points by missing the event. With Walters, Keeney, Chris Ridgeway and the second-placed rider in points, Chris Knox, all in attendance, the field was loaded with talent.

Knox took the early lead in heat one on his KRW Cycles-backed Husaberg FC600, followed by YZ400-mounted Demarco Guiden. Knox's traveling partner, Chris Roop, filled the third spot aboard his KTM. Guiden went down early on lap one, as Richard Wuori moved into second at the end of lap one and stuck to Knox for the rest of the race. The 29-year-old Knox put his 22 years of racing experience to use as he held the hard-charging Wuori and his Yamaha back in second place for the entire heat. Roop, meanwhile, went on to hold third at the finish, followed by Guiden, who worked his way back up to fourth. Steve Drewlo finished fifth.

"I love this kind of racing," said Knox afterward. "It is short and demanding but not too dangerous."

Heat two was talent-filled, as Walters, Keeney and Ridgeway were all on the start line on their YZ400s. When the start flag fell, it was all Walters, as he grabbed the holeshot and walked away with an easy win, building a sizable lead on the first lap. Keeney stalled on the line and was forced to work his way through traffic, while Ridgeway cruised easily in second place. YZ400-mounted Steve Downey took a close third on his 1993 XR600. Keeney was right at the back tire of Downey for fourth at the checkers. Troy Goehrs went on to take fifth in the heat.

In the last-chance qualifier, local Minnesota rider Bill Tilford grabbed the holeshot on a YZ400 borrowed from Mike Quinn. Tilford won the LCQ with ease in his cameo four-stroke appearance, and Joe Avellone of Illinois took second. Tim Mitchell, Bob Maxey and Brent Reiner all made the main event via their top-five finishes.

At the start of the main, it was local hero Keeney who grabbed the holeshot into turn one, but Walters quickly showed why he was sporting the number-one plate as he dived under Keeney and passed for the lead in turn one. Walters set the pace early on. Keeney hung with Walters in the early going, and Knox was also right there on his big Husaberg. Wuori ran fifth and Goehrs rode in sixth.

By the sixth lap, Keeney had slipped back ever so slightly from his spot as he began entering lapped traffic. Ridgeway made his move around Knox for third as he chased Knox intensely. The race concluded with Walters cruising to his first win in as many outings in the series. Keeney's last-ditch effort to close in came up short. Ridgeway finished alone in third, and Knox and Roop rounded out the top five. Guiden made a late pass on Wuori for sixth place.

"I was a little tired," said Walters. "I could see Keeney behind me, and a couple lappers got in the way, so I'm pretty happy with how things turned out, because there were some good riders here tonight."

"He (Walters) was going real fast and smooth tonight," said Keeney. "Lappers were a problem for me, and Spud just didn't make any mistakes."

Keeney said that he may continue to race a few more of the thunderbike events, though he will not contest the series due to other commitments. However, he was pleased with his first attempt. Ridgeway was pleased with his finish of third place, as he is nursing a nagging foot injury. CN

Hubert H. Humphrey Metrodome
Minneapolis, Minnesota
Results: January 23, 1999 (Round 3)

O/A: 1. Spud Walters (Yam); 2. Cory Keeney (Yam); 3. Chris Ridgeway (Yam); 4. Chris Knox (Hbg); 5. Mark Roop (KTM); 6. Demarco Guiden (Yam); 7. Richard Wuori (Yam); 8. Troy Goehrs (Yam); 9. Steve Downey (Hon); 10. Keith Guiden (Yam); 11. Steve Drewlo (Yam); 12. Bill Tilford (Yam); 13. Joe Avellone (Yam); 14. Brent Reiner (Yam); 15. Bob Maxey (Yam); 16. John Larson (Yam), 17. Jason Schulberg (Yam); 18. Mark Bonnell (Yam); 19. Tim Mitchell (Yam); 20. Don Bettis (Yam).

CBR600F

NUMBER ONE WAS A REVOLUTION.

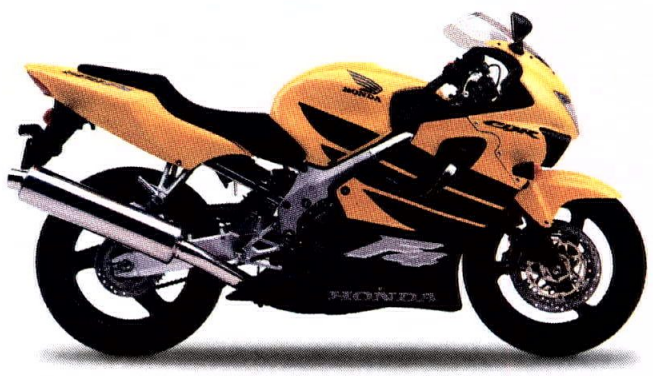
CBR600F2

NUMBER TWO WAS A LEGEND.

CBR600F3

NUMBER THREE WAS A PHENOMENON.

NUMBER FOUR IS HERE.



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CMC Pacific Northwest Golden State Nationals
Round 2

Leach, Lenaburg let loose

By Clay Light

SALEM, OR, FEB. 14

Yamaha-mounted Ryan Leach and Kawasaki rider Dustin Lenaburg were the winners of the 250cc and 125cc Pro classes at the second round of the CMC Pacific Northwest Golden State Nationals, held inside the Forster Exposition Arena at the Oregon State Fairgrounds.

Leach ran away with both 250cc Pro motos, although he did get some serious challenges from teammate Tony Graves. Graves did not fare as well in moto two as he did in the first contest, dropping him to third in the overall standings. Terry Hamness put in two solid motos to claim second ahead of Graves. Hamness also won the Over 25 class.

Lenaburg's 125cc-Pro-class win came by virtue of his hard, aggressive riding style, aided by a bit of misfortune on the part of Graves. Graves jumped the gate prematurely in moto two, which made Lenaburg's win that much easier. Justin Homan claimed third, behind second-placed Graves.

There were several other impressive performances on the day, led by double class winners Justin Keeney, who won the 60cc Senior and 80cc (7-11) divisions, and Ty Lacey, who aced the 125cc and Before The Hill Intermediate classes. Kenny Webster won both the 80cc (12-13) and Supermini divisions as well. Keeney fell one moto short of a hat trick, as he crashed while challenging Webster for the lead in the second Supermini moto after going a perfect five for five in his motos beforehand.

Keeney got out in front of the combined 60cc Senior/Junior classes from the get-go. The KX jockey continued to amaze the spectators in both of the motos, in which he earned his first overall win via 1-1 placings. Ajay Olinger and Ryan Villoputo, also aboard Kawasakis, finished second and third to Keeney, edging top Junior-class riders Sean Berglund and Tyler Villoputo.

Keeney also won the 80cc combined age group class ahead of Todd Nelson, Adam Metzler, Ryan Villoputo and the rest of the field in both motos. Metzler, who trailed Keeney to the finish in moto one, had to come through traffic in the second moto before he could catch a glimpse of Keeney late in the moto.

Metzler got around Nelson to move into second, but time ran out for Metzler, and Keeney's second win came as easily as his first. Metzler, Nelson and Villoputo rounded out the top four.

Webster had reason to rejoice after he earned the overall win in the Supermini class. While Keeney did soar to a first-moto win in the class, his second moto was marred by a bad crash - which aided Webster's cause, as he pulled out a big win ahead of Rose, Keeney, Metzler and Alex Wirkus.

Webster's two-class decimation was finalized after he totally demolished the competition in the 80cc (12-13) class. Webster beat Cody Buyas in the first moto and then did the same in moto two, taking a start-to-finish win. Lacey,

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(Left) Steve Hatch rides into the finish tent with the overall win of the Box Hollow Hare Scrambles in New Johnsonville, Tennessee. (Right) Keith Johnson won the Open Money class at round one of the Sunshine State Motocross Championship Series in Reddick, Florida.

who had problems in the first moto, ran in Webster's shadow throughout moto two, but he could not make a pass stick. Behind Webster in the overall tally were Buyas, Lacey, Pete Sannan and Wirkus.

Ty Lacey had little trouble winning the 125cc Intermediate class. Lacey, who breezed to a win in the first moto, stormed back to lead moto two. KTM-mounted Rory Sullivan ran second to Lacey at the finish. Sullivan's eighth-place first-moto finish grounded his chances of a podium spot. Lacey went 1-1 to lead Yamaha rider Ryan Sweet (3-3), Matt Williams (4-4) and Sullivan (8-2).

Lacey came right back to beat Suzuki rider Jon Kauffman in the Before The Hill shootout. Kauffman took second by way of his 1-2 placings, followed by brothers Devin and Sean Connaghan, and Josh Fortier.

Kauffman turned it around to win both motos of the 250cc Intermediate class. Sean Connaghan finished second overall with his 2-3 placings, edging Ryan Sweet, Devin Connaghan, Gary Terlecki and Matt Williams.

Many of the day's classes were filled to overflowing, thus mandating several qualifiers to trim the field to 18 for a main event. Such was the case in the Before The Hill Junior class. Will Wallace led the early and later stages of the eight-lap final before his win would come to pass.

Wallace was the recipient of a bit of luck when Keith Ford, who had taken the lead from both Wallace and Jason Lytle, crashed. Wallace nabbed the lead back with a lap to spare. Ford quickly remounted to salvage second, ahead of Lytle, Aaron Tunnell, Matt Crawford and Tim Ricketts. **CN**

Oregon State Fairgrounds
Salem, Oregon
Results: February 14, 1999 (Round 2)

O/T JR: 1. Bill Graves (Yam); 2. Dean Biddle (Kaw); 3. Don Ewing (Kaw); 4. James Wirkus (KTM).

SCHBY: 1. Keith Kadell (Suz); 2. Austin Gettel (Kaw); 3. Marc Miller-Jones (Suz); 4. Chase Major (Kaw).

P/W (4-6): 1. Landon Currier (KTM); 2. Glenn Prestholt (Cob); 3. Steele Angle-Davidson (Cob); 4. Thomas Nichols (KTM); 5. John Dickerson (KTM).

P/W (7-8): 1. Sean Berglund (KTM); 2. Gared Steinke (Lem); 3. Joshua Bland (KTM); 4. Mark Wolf Jr. (Lem); 5. Tyler Craig (KTM).

60 BEG: 1. Jared Wood (Kaw); 2. Nick Brown (Kaw); 3. Joshua Bland (Kaw); 4. Bradley Hillman (Kaw); 5. Trenton Brumfield (Kaw).

60 JR: 1. Sean Berglund (Kaw); 2. Tyler Villoputo (Kaw).

60 SR: 1. Justin Keeney (Kaw); 2. Ajay Olinger (Kaw); 3. Ryan Villoputo (Kaw).

80 BEG: 1. Mason Watson (Kaw); 2. Ryan Huege (Hon); 3. Chris Huffman (Yam); 4. Randy Tharp (Kaw); 5. Ajay Olinger (Kaw).

80 (9-11): 1. Justin Keeney (Hon); 2. Adam Metzler (Suz); 3. Todd Nelson (Kaw); 4. Ryan Villoputo (Yam).

80 (12-13): 1. Kenny Webster (Kaw); 2. Cody Buyas (Kaw); 3. Race Lacey (Suz); 4. Pete Sannan (Kaw); 5. Alex Wirkus (Suz).

80 (14-16): 1. Jason Staley (Yam); 2. David Rose (Kaw); 3. Alex Hill (Hon); 4. Shawn Staley (Suz).

S/MINI: 1. Kenny Webster (Kaw); 2. David Rose (Kaw); 3. Justin Keeney (Hon); 4. Adam Metzler (Suz); 5. Alex Wirkus (Suz).

125 BEG: 1. Tim Ricketts (Hon); 2. Justin Jensen (Hon); 3. Brody Baxter (Suz); 4. Chaz Long (Hon); 5. T.J. Jensen (Hon).

125 JR D-1: 1. Marc Miller-Jones (Suz); 2. Keith Kadell (Suz); 3. Ryan Metzler (Suz); 4. Bryan Thibedeau (Kaw); 5. Matt Crawford (Kaw).

125 JR D-2: 1. Matt Hopkins (Suz); 2. Jason Cooper (Kaw); 3. Dustin Martin (Suz); 4. Brian Weed (Yam); 5. Dusty Hill (Yam).

125 INT: 1. Tyson Lacey (Suz); 2. Ryan Sweet (Yam); 3. Matt Williams (Yam); 4. Rory Sullivan (KTM); 5. James Hanson (Yam).

125 PRO: 1. Dustin Lenaburg (Kaw); 2. Tony Graves (Yam); 3. Justin Homan (Suz); 4. Junior Meusling (Kaw).

250 BEG: 1. Jeremy Thomson (Yam); 2. Brent Jordan (Suz); 3. Tom Miltenberger (Kaw); 4. Jeremy Warnicke (Yam); 5. Jared Warnicke (Hon).

250 JR: 1. Ryan Metzler (Suz); 2. Richard Tunnell (Yam); 3. Steve Miller (Suz); 4. Mike Cosgrove (Kaw); 5. Jesse Walz (Hon).

250 INT: 1. Jon Kauffman (Suz); 2. Sean Connaghan (Kaw); 3. Ryan Sweet (Yam); 4. Devin Connaghan (Kaw); 5. Gary Terlecki (Kaw).

250 PRO: 1. Ryan Leach (Yam); 2. Terry Hamness (Kaw); 3. Tony Graves (Yam); 4. Dustin Lenaburg (Kaw); 5. Ryan Hagemann (Yam).

OPEN AM: 1. Michael Gamby (Yam); 2. Richard Tunnell (Yam); 3. Tom Miltenberger (Kaw); 4. Bill Graves (Yam); 5. Curtis Paulson (Kaw).

OPEN PRO: 1. Roby Leach (Yam).

BTH JR D-1: 1. Will Wallace (KTM); 2. Keith Ford (Kaw); 3. Jason Lytle (Hon); 4. Aaron Tunnell (Yam); 5. Matt Crawford (Kaw).

BTH JR D-2: 1. Bryan Meierotto (Yam).

BTH INT: 1. Tyson Lacey (Suz); 2. Jon Kauffman (Suz); 3. Devin Connaghan (Kaw); 4. Sean Connaghan (Kaw); 5. Josh Fortier (Yam).

UTH JR: 1. Mike Cosgrove (Kaw); 2. Corey Pace (Hon); 3. Tim Harmon (Hon); 4. Josh Larson (Yam); 5. Joe Miltenberger (Kaw).

UTH INT: 1. Ryan Sweet (Yam); 2. Brian Granberg (Kaw).

OTH BEG: 1. Dewayne Smith (Kaw); 2. Bill Graves (Yam).

OTH INT: 1. Todd Hinders (Kaw); 2. John Thayer (Yam); 3. Linc Linebaugh (Hon); 4. Dan Kauffman (Hon).

OTH JR: 1. Troy Ding (Kaw); 2. Dean Biddle (Kaw); 3. Curtis Paulson (Kaw); 4. James Wirkus (KTM).

OTH PRO: 1. David Fox (Kaw); 2. Brian Granberg (Kaw); 3. Junior Meusling (Kaw).

O/T MNY: 1. Dan Kauffman (Hon); 2. Junior Meusling (Suz).

WMN: 1. Rochelle Neimann (Yam); 2. Randi Holbrook (Hon).

25+ PRO: 1. Terry Hamness (Kaw); 2. Justin Homan (Suz); 3. Junior Meusling (Kaw); 4. Jason Mathews (Yam).

MINI OPEN: 1. Sean Berglund (Kaw); 2. Jared Wood (Kaw); 3. Jared Berglund (Kaw); 4. Gared Steinke (Lem); 5. Nick Brown (Kaw).

AMA Mid-South Championship HS Series
Round 8

Hatch hammers Box Hollow

By Debbie Allen

NEW JOHNSONVILLE, TN, FEB. 7

The Pirelli/Parts Unlimited/Moose/AMA Mid-South Championship Winter Hare Scramble Series began its eighth round with the distraction of storm clouds billowing overhead. They were soon forgotten, however, and the spectators' attention turned toward Team Suzuki Off-Road-sponsored Steve Hatch and former GNCC and National Hare Scrambles Champion Scott Plessinger. It was Steve Hatch who took the win with a four-minute lead, while Plessinger pulled out of the last lap after further injuring his still-healing broken wrist.

"My Suzuki RM250 ran like a champ today," said Hatch. "Our bike is wicked-fast. Last year it took about four races to get it dialed in, but this year the Suzuki testing really paid off, and I have my mechanic, Shane Nalley, to thank for prepping my bike for this race today. We're trying some new ideas with suspension, and we wanted to get a few races under our belts before the GNCC started up. Suzuki is an awesome bike."

Hatch's sentiments proved true for the first three overall riders, who were more than happy to claim a victory on their RM machines.

When the green flag dropped for the 13 AA riders, Steve Hatch scrambled for the lead around the first curve, but Modern Tire Bridgestone/Cycle Path's Shad Ricketts passed Hatch to get a 40-second lead by the end of the first lap. Hatch was second, while TM-mounted John Maschino came in third place, 15 seconds later.

"I was in the lead for about half a mile, when I blew a corner into the first lap," Maschino said. "This dropped me back to eighth." Maschino moved his way back up as far as third place before the race was over.

Meanwhile, Plessinger worked his way up into fourth place.

"I was in the front for a while and led the race, but Steve (Hatch) got by me and then Shad (Ricketts)," said Plessinger. "I fell, and five guys passed me."

Hatch then grabbed the throttle during lap two and hammered out the rough spots for the race's fastest lap to gain control of overall for the entire race. Ricketts began to have problems for his second and, as it turned out, final lap.

"I got caught on a grapevine, spun around and hit a tree," said Ricketts. "I bruised my hip real bad."

This mishap put Ricketts out and Maschino into second place for laps two and three.

"On my second lap, Scott Plessinger and I had a pretty good battle going, and we went back and forth," said Maschino. "Shad (Ricketts) went down, and I rode by myself for the third lap."

Soon after, Plessinger pulled out, leaving Hatch in the lead by four minutes and Maschino in second place. When Maschino's clutch quit working, Suzuki-backed Blair Bersano moved in for the thrill of taking second place overall.

Robert Patterson grabbed third overall and a first-place victory in the Vet A class. Patterson beat his contenders by six minutes, but he admitted to making a few mistakes.

"I crashed in the first turn and Kawasaki rider Gene O'Nail passed me," Patterson explained of his class win. "I just pushed myself real hard, and I won."

Maschino finished in fourth place 20 seconds later, taking third place in the AA class. He was followed by Robbie Jenks and Gary Hendricks, who rode in the 250cc/Open A class.

"I got so excited when I passed Bersano that I hit a log, plastered in front of everybody, and crashed," said Hendricks. In spite of his crash, he still finished sixth overall.

Mike Windmann took seventh place overall and a fifth place in his class, while P.A. Allen grabbed eighth. Allen was followed by Harvey Whitaker and Lance Smith.

Top overall B-class riders included Mark Wood, who came in 17th overall and first in his 250cc B class. The next B rider to pull into the tent was Jason Dickey, in 20th.

Senior A-class winner Paul Michels had a four-minute lead on second-placed Gary Copeland.

James Malone celebrated his birthday with a victory win in the Four-Stroke B class, Joel Gibson won the Four-Stroke C class, and Adam Wilcox won the Beginner class. **CN**

Box Hollow Hare Scrambles
New Johnsonville, Tennessee
Results: February 7, 1999 (Round 8)

O/A: 1. Steve Hatch (Suz); 2. Blair Bersano (Suz); 3. Robert Patterson (Suz); 4. John Maschino (TM); 5. Robbie Jenks (Yam).

AA: 1. Steve Hatch (Suz); 2. Blair Bersano (Suz); 3. John Maschino (TM); 4. Robbie Jenks (Yam); 5. Mike Windmann (KTM).

250-OPEN A: 1. Gary Hendricks (Kaw); 2. P.A. Allen (Suz); 3. John Roth (Yam); 4. David McWilliams (Suz); 5. Billy Cooper (Suz).

200 A: 1. Chad Froman (Kaw); 2. John Bennett (Yam); 3. Kevin Creekmur (Yam); 4. Clay Hedgepath (KTM); 5. Mike McCrea (Kaw).

VET A: 1. Robert Patterson (Suz); 2. Gene O'Nail (Kaw); 3. Brian Niehaus (Yam); 4. Timmy Pool (Kaw); 5. Phillip Barker (Hon).

SR A: 1. Paul Michels (Hon); 2. Gary Copeland (Kaw); 3. Jerry Castleman (Kaw); 4. Mark Smith (KTM); 5. Donald Rainey (G-G).

4-STRK A: 1. Harvey Whitaker (Kaw); 2. Jeff Stoess (Yam); 3. Robert Lich (Yam); 4. Mark Adkins (Yam); 5. Jim Parsons (Hon).

250 B: 1. Mark Wood (Hon); 2. Jason Dickey (Suz); 3. Ryan Wuebbling (Yam); 4. Mark Barton (KTM); 5. Tim Baker (KTM).

200 B: 1. Adam McKillip (Hon); 2. Mark Bradshaw (Kaw); 3. Marty Crowder (Kaw); 4. Katie Cambell (Kaw); 5. Alan Westerfield (Kaw).

125 B: 1. Dustin Gibson (Yam); 2. Michael Kirby

(Hon); 3. Derek Bratcher (Kaw); 4. Kip Haynie (Yam); 5. Donnie Rogers (Kaw).

VET B: 1. Ronald Skipper (Kaw); 2. Greg Elrod (KTM); 3. Kelly Working (Kaw); 4. Ruel Jones (Yam); 5. Rickey Matteson (Yam).

SR B: 1. Ricky Miller (Suz); 2. Ronnie Hackett (Suz); 3. Jesse Carter (Suz); 4. Clyde Schmidt (KTM); 5. Bill Malec (Kaw).

S/SR B: 1. John Giles (Yarn); 2. Leon Parker (Yam); 3. Don Rye (Yam); 4. Chuck Rhoten (KTM); 5. Ronald Konnig (Hon).

4-STRK B: 1. James Malone (Yam); 2. Trent Ashby (Yam); 4. Phillip Hughes (Kaw); 5. Robert Jacks (Hon).

250/OPEN C: 1. Kevin Weis (KTM); 2. Ike Vanzant (Yam); 3. Brad Hicks (KTM); 4. Kendall Tuck (Hon); 5. William Coltier (Suz).

200 C: 1. Brian Taylor (KTM); 2. Ryan Taylor (Kaw); 3. Russell Green (Kaw);4. Charles Jaghab (Kaw); 5. James Gates (Kaw).

VET C: 1. Brad Bradley (Yam); 2. Ron Dilback (Hon); 3. Thomas Durham (Kaw); 4. Todd Lovett (KTM); 5. Danny Noore (Suz).

4-STRK C: 1. Joel Gibson (Kaw); 2. Jarrod Everly (Yam); 3. Ryan Shepard (Hon); 4. Eric Meeks (Kaw); 5. Ronnie Burke (Yam).

BEG: 1. Adam Wilcox (Yam); 2. Dale Morris (Kaw); 3. Cecil Ernstes (Kaw); 4. Aaron Bode (KTM); 5. Keel Irvin (Suz).

Pro Sports Sunshine State Motocross Series Round 1

Johnson wins big

By Kyle Myers

REDDICK, FL, FEB. 7

Keith Johnson topped the Open Money division at the first round of the Pro Sports Sunshine State Motocross Championship Series, held at Motocross of Marion County. Just over 400 riders competed on the supercross-style course, with temperatures in the high 80s.

In the first Open Money moto, Sinisalo/Pirelli/Scott/Brockton Cycle-backed Johnson led the charge into turn one, with Marcus Pedrero, Todd Gardner, Tom Rang and Billy Wood following. Wood passed Rang on the opening lap as Johnson and Pedrero pulled away from the field.

Johnson continued to lead, and he opened a five-second cushion over Pedrero during the next few laps. Pedrero, Gardner, Woods, Rang and Mike Stevenson battled for the runner-up spot. Johnson held on for the win, with Pedrero, Gardner, Woods and Stevenson rounding out the top five.

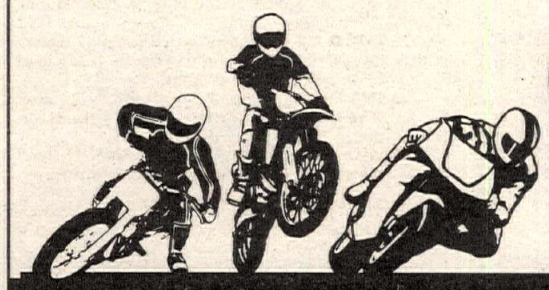
Johnson shot his YZ400 to the first turn to lead the pack in moto two, with Gardner, Pedrero, Forrest Butler and Rang close behind. Gardner and Pedrero fought for the runner-up spot, riding side by side several times. This allowed Johnson to open up a comfortable lead. At the halfway point of the moto, Gardner and Pedrero were side by side as they approached the tabletop jump. As they flew through the air, the two riders bumped, sending Gardner to the ground and Pedrero off the track. Pedrero re-entered the course just in front of Butler, Rang and Stevenson.

Pedrero held off the pack behind him to finish second to Johnson, who crossed the finish line with a seven-second cushion. Butler claimed third over Stevenson, who passed Rang on the final lap.

Pedrero later returned to win the Over 25 class with a two-moto sweep over Cycle Riders teammate Jeff Lampe.

Suzuki/Oakley/Performance Engineering's Davi Millsaps posted a four-moto sweep of the 80cc (7-11) and Supermini divisions. Matt Boni kept Millsaps honest in both 80cc (7-11) motos, posting a 2-2 tally for second. Charles Ellis used a 3-3 to finish second to Millsaps in the Supermini race.

Colton Maynard and Don Solley also won two classes. Maynard won all four



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motos in the Pee Wee (7-9) and 60cc (5-8) divisions. Solley won all four motos on his KTM in the 60cc (9-11) class and the new 60cc Open class. CN

Motocross of Marion County
Reddick, Florida
Results: February 7, 1999 (Round 1)

P/W OIL: 1. Taylor Placides (Yam); 2. Tanner Hughes (Yam); 3. Jimmie Taylor (Yam); 4. Jason Frank (Yam).
P/W (4-6): 1. Zac Freeberg (Cob); 2. Robby Huss (Lem); 3. Dylan Bantum (Cob); 4. Ronnie Patterson (Cob); 5. Levi Buffkin (Pol).
P/W (7-8): 1. Colton Maynard (Cob); 2. Ryan Lawhon (Cob); 3. Jimmy Norton (Cob); 4. Jesse Freeman (Pol); 5. Ziggy Graces (Cob).
P/W OPEN: 1. Jesse Freeman (Pol); 2. Tyler Moore (Cob); 3. Corey Woodard (Cob); 4. Travis Rogers (Cob); 5. Jimmy Norton (Cob).
60 (5-8): 1. Colton Maynard (Kaw); 2. Roger Williams (Kaw); 3. Jimmy Norton (Kaw); 4. Ryan Lawhon (Kaw); 5. Jesse Freeman (Kaw).
60 (9-11): 1. Don Solley (KTM); 2. T.J. Rhonelli (Kaw); 3. Dan Willman (Kaw); 4. Danny Weyer (Kaw); 5. Devon Placides (Kaw).
60 OPEN: 1. Don Solley (KTM); 2. Danny Weyer (Kaw); 3. T.J. Rhonelli (Kaw); 4. Colton Maynard (Kaw); 5. Roger Williams (Kaw).
60 BEG: 1. Tyler Moore (Kaw); 2. Robert Prather (Kaw); 3. Dustin Solovitch (Kaw); 4. Casey Fink (Kaw); 5. Jamie Bullard (Kaw).
80 (7-11): 1. Davi Millsaps (Suz); 2. Matt Boni (Kaw); 3. Philip Hewett (Kaw); 4. T.J. Rhonelli (Kaw); 5. Don Solley (KTM).
80 (12-15): 1. Augie Lieber (Suz); 2. Kyle Garro (Hon); 3. Charles Ellis (Yam); 4. Shawn Mayo (Hon); 5. Bobby Lucroy (Suz).
80 BEG: 1. Ashley Jackson (Suz); 2. Amanda Thomas (Hon); 3. Joey Thomas (Yam); 4. Michelle Gosselin (Suz); 5. Josh Lloyd (Kaw).
S/MINI: 1. Davi Millsaps (Suz); 2. Charles Ellis (Yam); 3. Matt Boni (Kaw) 4. Kyle Garro (Hon); 5. Shawn Mayo (Hon).
125 (12-15): 1. Corey Fink (Yam); 2. Josh Morrison (Yam); 3. Jessica Patterson (Kaw); 4. Cole Studsrill (Hon); 5. Tyler Sommer (Yam).
YTH (15-24): 1. Chris Hunter (Hon); 2. Andrei Boloni (Suz); 3. Karsten Butler (Hon); 4. Brandon Butler (Hon); 5. Tim Bantle (Kaw).
125 B: 1. Andrei Boloni (Suz); 2. Tom Parsons (Yam); 3. Karsten Butler (Hon); 4. Brandon Butler (Hon); 5. Augie Lieber (Yam).
125 C: 1. Jeremy Freeman (Kaw); 2. Josh Morrison (Hon); 3. T.G. Bilee (Kaw); 4. Cory Fink (Yam); 5. Doug Wright (Yam).
125 BEG: 1. Chad Mis (Kaw); 2. Kenny Wosyluk (Kaw); 3. Gary Harward (Kaw); 4. Tyler Sommer (Yam); 5. Nathan Rechichar (Kaw).
250 B: 1. Tieyer Klau (Hon); 2. Tim Eggers (Suz); 3. Shawn Willis (Yam); 4. Blake Thorpe (Yam); 5. Danny Sadler (Suz).
250 C: 1. Nathan Bannister (Kaw); 2. Darryl Lind (Yam); 3. Brian Nagele (Yam); 4. Alexis Andrea (Kaw); 5. Scott Rush (Suz).
250 BEG: 1. Mark Campbell (Yam); 2. Doug Bullard (ATK); 3. Mike Greer (Yam); 4. Mike Shepard (Hon); 5. James Jones (Yam).
25+: 1. Marcus Pedrero (Suz); 2. Jeff Lampe (Suz); 3. Kurton Busse (Hon); 4. Shawn Willis (Yam); 5. Layton Jones (Kaw).
30+: 1. Tom Rang (Hon); 2. Tim Eggers (Suz); 3. Benton Smith (Kaw); 4. Jerry Dragojevich (Kaw).
35+: 1. Tim Eggers (Suz); 2. Robert Armstrong (Yam); 3. Drew Justice (Yam); 4. Kevin Wilson (Suz); 5. Bruce Estrada (Kaw).
40+: 1. Robert Armstrong (Yam); 2. Tim Kirkland (Kaw); 3. John Coleman (Suz); 4. Kevin Wilson (Suz); 5. Peter Zarcone (Suz).
50+: 1. Steve Corlee (Suz); 2. Al Gardner (Yam); 3. Robert Dare (Kaw).
OPEN MNY: 1. Keith Johnson (Yam); 2. Marcus Pedrero (Suz); 3. Forrest Butler (Kaw); 4. Mike Stevenson (Kaw); 5. Billy Wood (Yam).

GFI Racing Winter Series South, Round 4

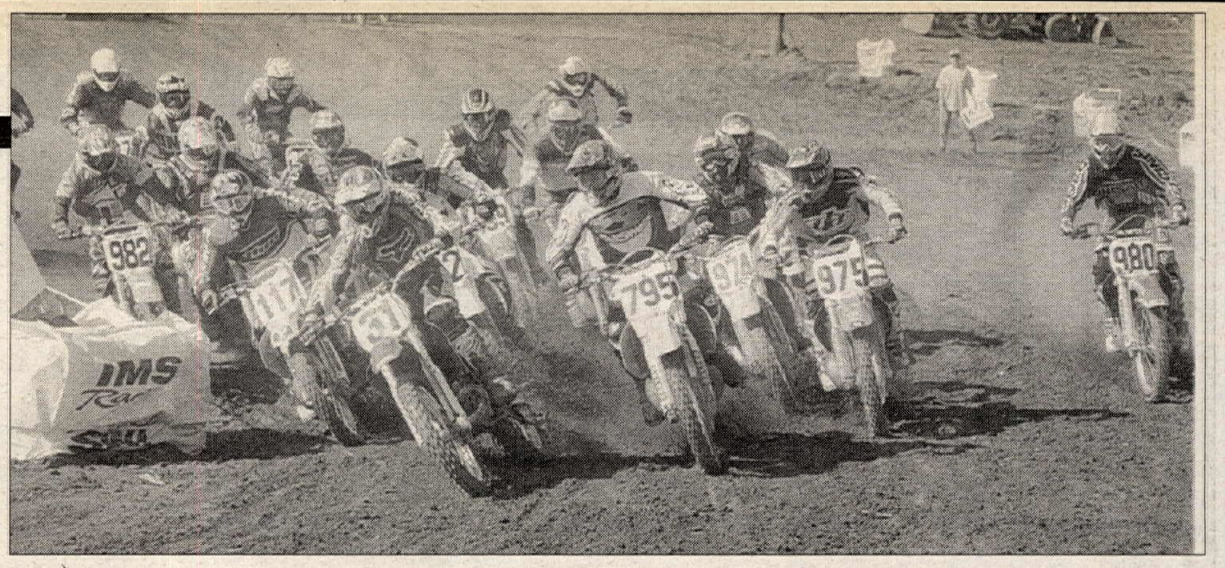
McGavran, Narita perilous at Perris

By Greg Robertson

PERRIS, CA, FEB. 7

Bryan McGavran and Akira Narita found the redesigned Perris Raceway track to their liking, as they won the 250cc and 125cc Pro classes respectively during round four of the GFI Racing/Goat Eyewear/Troy Lee Designs/Pro Circuit/Fox/FMF/Dunlop-sponsored Winter Series.

When the 250cc Pro class was let loose for its 20-minute one-shot moto, the YZ250 of McGavran exited the tight right-hand first turn with the holeshot over Narita, Nick Metcalf, Rusty Holland and Andy Anaya. Anaya pushed Holland back to fourth, but Holland quickly got his act together and got around both Anaya and Metcalf and set out after the two front-runners.



Bryan McGavran (31) leads the 250cc Pro class through the first turn at the redesigned Perris Raceway track during round four of the GFI Racing Winter Series South. McGavran went on to claim the checkered flag.

McGavran was hitting the rutted-up jump faces and corners perfectly, and his only concern was the Honda-mounted Narita, who was matching him move for move. Narita was keeping McGavran in check as they started to pull away from Holland.

For the next six laps, McGavran and Narita were inseparable as they battled over the top spot. With just a couple of laps remaining, Narita seemed to back off the gas slightly, handing the win to McGavran.

"The track was really fun and they did a great job on it," said the NCY/Fox/Pro Circuit-backed McGavran as he cooled off after the race. "That guy (Narita) behind me was going pretty fast. I was trying to shake him, but I couldn't. I stayed strong the whole race and it looked like he faded a little bit. With two laps to go, I almost went down in the whoops. I kind of hit some soft stuff before I went in and got a little sideways, but I held on."

Holland greeted the checkers in third aboard his Clawson Motorsports/Advantage Metal Products/Applied-sponsored RM250, some 20 seconds off Narita's pace.

"For about the first five laps, I was off the pace and not taking the right lines," Holland explained. "I was just pretty much floundering until I could find my lines. I guess I just need more time on the track. Hopefully I can regroup and come back in the 125cc moto."

The battle for the fourth-place money came down to a free-for-all on the white-flag lap, with Taka Atsuta just edging out the Suzuki-mounted pair of Espen Blikstad and Metcalf. Brett Racine charged up from a bad start to earn seventh over Anaya.

Narita returned later in the day to claim the 125cc Pro-class win on his CR125. Holland kept McGavran at bay to collect the second-place payback. One Industries/Extreme-sponsored Steve Andrich came across in fourth, followed by Team Green's Racine and Yamaha rider Ivan Tedesco.

Donnie Fuller nailed the 125cc Novice first-moto holeshot, but within a lap it was Chad Gaumer who was controlling the pace out front. By the halfway point, Fuller had made his way back into the lead - where he would stay until the checkers fell. Gaumer held off the likes of Dustin Hamby, Brandon Hamlett and Nathan Jones to finish in second place.

Billy Arnone came out swinging in the second moto to take the win, but a 13th-place showing in the opening moto held him to fourth overall. Gaumer's consistent 2-2 finishes aboard his Mid Cities Honda-backed CR125 earned the overall honors. Hamlett went 4-3 for second overall, with Mike Horvath going 8-4 for third.

Sean Peer led most of the first 250cc Novice moto before succumbing to David Fox, who continued on to greet the checkers first. Peer eventually finished the moto in fourth, behind Christian Kennenk and Jon Schultz.

Kennenk spanked them in the second moto to take home the overall on a 2-1 day. Schultz held off Peer to claim second overall on 3-2 rides, while Fox went 1-4 for third.

Jon Zahrt went home with a nice chunk of contingency money after sweeping both the Over 25 and Over 30 Expert classes. Freestyle jumper Trevor Vines flew his YZ400F to second place in the Over 25 field, with Dan Berg grabbing runner-up to Zahrt in the Over 30 class. CN

Perris Raceway
Perris, California
Results: February 7, 1999 (Round 4)

50 STK (4-6): 1. Bryce Stewart (KTM); 2. Blake Savage (KTM); 3. Dakota Garner (Cob); 4. Brett Harrison (Cob).
50 STK (7-8): 1. Richard Sterling (KTM); 2. Johnny Jelderda (Lem); 3. Trevor Reis (Cob); 4. Scott Noble (Cob); 5. Garrick Noble (Cob).
50 OPEN: 1. Scott Noble (Cob); 2. Trevor Reis (Cob); 3. Johnny Jelderda (KTM); 4. Marcus Carrillo (Lem); 5. Garrick Noble (Cob).
60 BEG: 1. Matt Harrison (KTM); 2. Chapman Fiene (Kaw); 3. Michael Hall (Kaw); 4. Richard Sterling (Kaw); 5. Phillip Aube (Kaw).
60 NOV: 1. Brandon Kealamakia; 2. Casey Huntley (Kaw); 3. Bryce Terzian (KTM); 4. Buddi Bruner (Kaw); 5. Justin Carmody (Kaw).
60 INT: 1. Mike LaPaglia (KTM); 2. Brad Masters (Kaw); 3. B.J. Bohrer (KTM).
60 OPEN: 1. Robert Memoli (Kaw); 2. Michael LaPaglia (KTM); 3. Buddi Bruner (Kaw); 4. Brad Masters (Kaw); 5. Bryce Terzian (KTM).
80 F/T: 1. Casey Barret (Yam).
80 BEG: 1. Aaron Breid (Yam); 2. Brandon Kealamakia; 3. Kenny Clark (Yam); 4. Brandon Spencer (Kaw); 5. Kris Paluzzi (Yam).
80 NOV: 1. Daniel Nelson (Hon); 2. Kevin Breid (Yam); 3. Shawn Connelly (Yam); 4. Michael LaPaglia (Suz); 5. Robert Memoli (Yam).
80 INT: 1. Ben Ramsaran (Yam); 2. Roberto Rojas (Hon); 3. Tyler Duncan (Yam); 4. Scott Simon (Yam); 5. Jarred Browne (Yam).
80 EX-OPEN: 1. Daryl Ecklund (Yam); 2. Micky Griffin (Yam); 3. Jesse Casillas (Yam).
S/MINI: 1. Micky Griffin (Yam); 2. Roberto Rojas (Hon); 3. Daryl Ecklund (Yam); 4. Ben Ramsaran (Yam); 5. Jesse Casillas (Yam).
125 BEG: 1. Landon Robbins (Kaw); 2. Kevin Holmes (Suz); 3. Christopher Marcell (Yam); 4. Bryan Ehrman (Kaw); 5. Brian Melsheimer (Yam).
125 NOV: 1. Chad Gaumer (Hon); 2. Brandon Hamlett (Hon); 3. Mike Horvath (Suz); 4. Billy Arnone (Yam); 5. Nathan Jones (Yam).
125 INT D-1: 1. Billy Laninovich (Yam); 2. Dusty Walter (Yam); 3. Andrew Short (Kaw); 4. Michael Sleeter (Yam); 5. Kohie Segawa (Yam).
125 INT D-2: 1. Josh Moraink (Hon); 2. Brandon Barnes (Yam); 3. Geoff Walters (Yam); 4. Brandon Milstead (Suz); 5. Randy Stefan (Suz).
125 PRO: 1. Akira Narita (Hon); 2. Rusty Holland (Suz); 3. Bryan McGavran (Yam); 4. Steve Andrich (Yam); 5. Brett Racine (Kaw).
250 BEG: 1. Steve Bullock (Yam); 2. Jarod Scoggin (Hon); 3. Art Sprecher (Yam); 4. Kevin Gotto (Suz); 5. Vrata Bartecek (Yam).
250 NOV: 1. Christian Kennenk (Yam); 2. Jon Schultz (Yam); 3. David Fox (Yam); 4. Sean Peer (Kaw); 5. Tom Bell (Suz).
250 INT: 1. Sean Thornton (Yam).
250 PRO: 1. Bryan McGavran (Yam); 2. Akira Narita (Hon); 3. Rusty Holland (Suz); 4. Taka Atsuta (Suz); 5. Espen Blikstad (Suz).
25+ BEG: 1. Steve Bullock (Yam); 2. Chris Meyer (Yam); 3. Art Sprecher (Yam).
25+ NOV: 1. Jason Larson (Kaw); 2. Ed Niemela (Kaw); 3. Tim Konkol (Yam); 4. Tom Bell (Suz); 5. Jason Loather (Yam).
25+ INT: 1. George Merry (Hon); 2. Jon Levey (Yam); 3. Chris Stokes (Yam); 4. Craig McCall (Kaw); 5. David Bagwell (Hon).
25+ EX: 1. Jon Zahrt (Suz); 2. Trevor Vines (Yam); 3. Joe Root (Suz); 4. Kenny Zahrt (Suz); 5. Wayne Zahrt (Suz).
30+ BEG: 1. Chuck St. Romain (Kaw); 2. Ken Kinnucan (Yam); 3. Richard Kerr (Kaw); 4. Kevin Gotto (Suz); 5. Al Garcia (Suz).
30+ NOV: 1. Ed Niemela (Kaw); 2. Tom Bell (Suz); 3. Tim Konkol (Yam); 4. Philip Taboada (Suz); 5. Anthony Rose (Yam).
30+ INT: 1. David Johnson (Yam); 2. David Bagwell (Hon); 3. Jon Levey (Yam); 4. Craig McCall (Kaw); 5. Greg Pierce (Yam).
30+ EX: 1. Jon Zahrt (Kaw); 2. Dan Berg (Suz); 3. Mark White (Kaw); 4. Joe Root (Suz); 5. Kenny Zahrt (Suz).
30+ PRO: 1. Brad Leyden (Suz).
35+ NOV: 1. Ed Niemela (Kaw); 2. Milton Mize (Kaw); 3. Dave Simon (Yam); 4. Kevin Lane (Suz); 5. Ken Kinnucan (Yam).
35+ INT: 1. David Johnson (Yam); 2. Mike Altenhofel (Hon); 3. Bob Johnson (Kaw); 4. Les Abernathy (Kaw).
40+ EX: 1. Ron Turner (Yam); 2. Mark White (Kaw); 3. Mike Altenhofel (Hon); 4. Joe Root (Suz); 5. Bob Shimp (Suz).

Rettke repeats at Zars Ranch Hare Scramble

By Chris Bailey

FLORESVILLE, TX, JAN. 31

Australian Peter Rettke reeled in a second consecutive Overall A-class win at round two of the 1999 AMA Texas Championship Hare Scramble Series. Following the monster AA-class turnout at the series opener, 19 AA competitors showed up to do battle on another picture-perfect 75-degree Texas winter day.

Rettke shook things up right off the dead-engine start by pulling the holeshot over Texas legend Dean Lane. While the rest of the AA class fought through the blinding dust, Rettke and KTM pilot Lane pulled out to a comfortable lead by the end of the first lap on the tight and technical 7-mile course. Rettke then put the hammer down and set sail to a two-minute victory over Lane.

Clifford Goertz showed why he has owned the AA-class championship for the last two years. Less than five minutes before the start of the two-hour afternoon race, Goertz's YZ250 suffered a major motor problem at the starting line. Without any time to consider an alternative, Over 50-class champion Bobby Reynolds stepped forward and offered Goertz his new CR250 to race. Goertz was given one minute to ride his new motorcycle up and down the start straight to get ready for the start. Not only did Goertz prevail, he finished a solid fifth overall and one position ahead of Bert Reynolds. Lynn Bailey rounded out the podium, with Cody Potts hot on his tail for fourth overall.

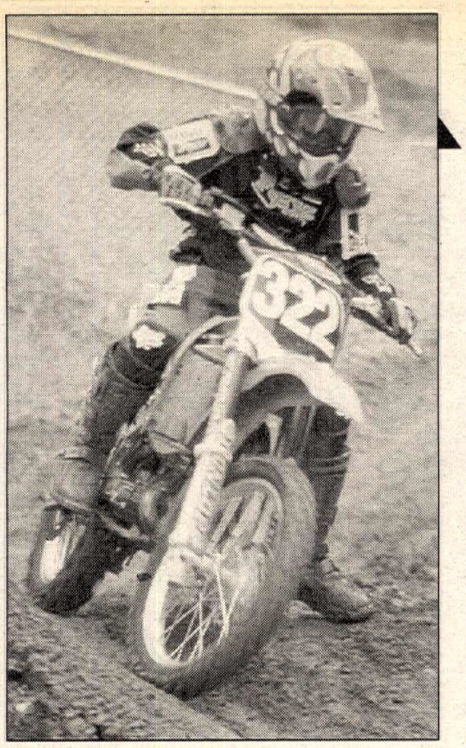
Overall B-class winner Michael Carlton enjoyed his first big victory in just his second race out of the Junior Boys class. The young and talented rider from southeastern Texas railed to a hard-earned victory, putting the competition away early and winning with a three-minute margin over an equally talented Andrew Trousdale.

The overall C-class victory went to Andrew Davis, who took the checkered flag over David Turnage by one minute.

The most impressive story of the day came out of the 44-rider-strong Open C class, as Lacy Thompson emerged from a four-kick start to finish in fifth place after an hour of racing. Lorie Whitmire pushed her way through the boys to settle on a 12th-place finish. Kawasaki rider Chris Jesperson roosted away with the 60cc win, and Chad Goertz showed the rest of the 50cc class nothing but the taillights, claiming first-place honors.

Results

O/A A: Peter Rettke (KTM).
O/A B: Michael Carlton (Hon).
O/A C: Andrew Davis (Hon).
AA: 1. Dean Lane (KTM); 2. Lynn Bailey (Hon); 3. Cody Potts (Hon).
250-OPEN A: 1. Jeff Baird (Kaw); 2. Brian Cecil (Kaw); 3. Troy Barrows (Hon).
30+ A: 1. Keith Simmons (KTM); 2. Steve Cardwell (Hon); 3. Tom Senesac (Yam).
200 A: 1. Brian Johnson (Hon); 2. Darren Porter (KTM); 3. Johnny Johnson (Kaw).
4-STRK A: 1. Chance Guest (Yam); 2. Greg Howard (Yam); 3. Robert Mondshine (Hon).
40+ A: 1. Rick Pitman (Hon); 2. Doug Paley (Kaw); 3. David Auchel (KTM).



Rodney Spencer rode to a second-place finish in his first-ever off-road event, in Hollister, California.

250-OPEN B: 1. Andrew Trousdale (Suz); 2. Doug Walter (Hon); 3. Mark Galveston (Yam).

30+ B: 1. Joe Walton (Hon); 2. Kurt Walker (KTM); 3. James Caldwell (Hon).

200 B: 1. Jeff Kaiser (Kaw); 2. Mark Cloud (Kaw); 3. Nathan Frerich (Suz).

4-STRK B: 1. Steven Brink (Hon); 2. James Dickey (Hon); 3. Don Connors (Yam).

SPTSMN: 1. Travis White (Yam); 2. Stephan Griner (KTM); 3. Roger Bailey (Hon).

OPEN C: 1. David Turnage (Kaw); 2. Harvey Davis (Kaw); 3. Joseph Jones (KTM).

30+ C: 1. Rodney Madla (Hon); 2. Mark Strong (Suz); 3. Robin Bostick (Hon).

JR BOYS: 1. Chris Ziegler (Hon).

200 C: 1. Kyle Hanover (Yam); 2. Jeremy Schlegel (Yam); 3. Thomas James (Suz).

40+ B: 1. Scott Winn (Kaw); 2. Pete Rubio (Hon); 3. Marty Howell (KTM).

50+ A: 1. Bill Fleming (KTM); 2. Howard Love (Hon); 3. Jerry Boren (Yam).

80: 1. Jason Jones (Kaw); 2. Daniel Bucher (Kaw); 3. Martin Howell (Kaw).

WMN: 1. Cherie Lara (Kaw); 2. Myra Blair (Kaw); 3. Deb Montey (Kaw).

40+ C: 1. Paul Harris (KTM); 2. Bobby Lewallen (Hon); 3. Michael Stanley (Hon).

60: 1. Chris Jesperson (Kaw); 2. Dustin Lara (Kaw); 3. Austin Jones (Kaw); 4. Jamie Whitmire (Yam).

50: 1. Chad Goertz (KTM); 2. Ryan Clark (KTM); 3. James Bethel (Hon); 4. Mike Hoffman.

Norma Jean a star in Hollister Mini Hare Scramble

By Mykeal Clark

HOLLISTER, CA, FEB. 6

For the second year, Pete Francini and Diane Kanemoto held a Pee Wee/Mini exhibition event in conjunction with their National Hare Scramble. With more riders entering the event this year, it appears as though it will become a tradition.

The 80cc class was the first row to leave at the blast of the starter's gun, and leading into the first turn was Barn Burner series champion Rodney Spencer, followed by Sam Clark. Kenny Carlotta and Suzuki-mounted Justin Kendall were in tow.

As the laps wore down during the 30-minute event, a young lady named Norma Jean, riding a Yamaha, was steadily moving toward the front. As the leaders were having problems with lappers, Jean was picking slower riders off one by one. By midrace she was leading the event. Soon all the boys in the field were chasing her, and they did so all the way to the checkered flag.

The 60cc class was won by Kawasaki jockey Ryan Toomey. The half-mile course was to the liking of all the riders, as voiced by Brucie Paulson.

"It was really cool," Paulson said. "I want to do it again."

Caeton Roche ran away with the Pee Wee 80cc event, but it was the Pee Wee 50cc field that had the closest racing. Timmy Hlebo won the class aboard his Yamaha, with Jordan Maciel and Bret Martin finishing second and third.

Results

MINI 80: 1. Norma Jean (Yam); 2. Rodney Spencer (Kaw); 3. Clay Patterson (Hon); 4. Sam Clark (Hon); 5. Kenny Carlotta (Yam).

MINI 60: 1. Ryan Toomey (Kaw); 2. J.J. Alcantar (Kaw); 3. Colton Harker (Kaw); 4. Brucie Paulson (Kaw); 5. Tim VonUrff (Kaw).

P/W 80: 1. Caeton Roche (Hon); 2. Kacy Martinez (Yam); 3. Christopher Cole (Yam); 4. Matthew Miguel (Yam); 5. Phoebe Dingman (Yam).

P/W 50: 1. Timmy Hlebo (Yam); 2. Jordan Maciel (Yam); 3. Bret Martin (Hon); 4. Parker Smith (KTM); 5. Coleton Glimski (Yam).

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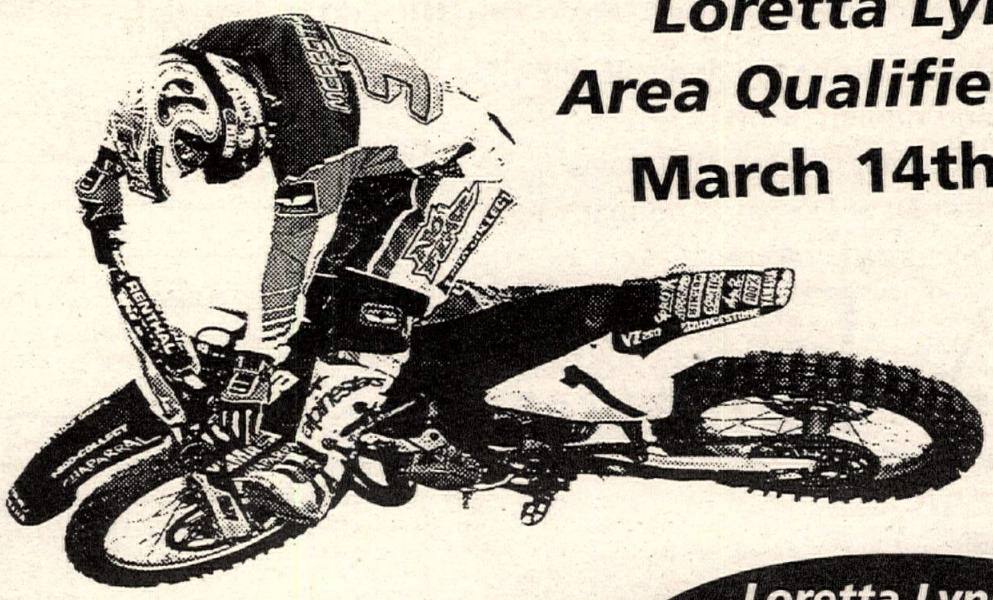

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* Saturday, March 6: (opening ceremonies 12:50pm EST) Daytona Supercross by Honda (8:30 pm EST) Heats begin for the AMA Daytona Short Track

* Sunday, March 7: (11am EST) 250cc Grand Prix Final (Noon EST) Progressive Insurance Pro Thunder Final (1:15pm EST) 58th Annual Daytona 200 by Arai

Other results & daily updates will include:
NASB Road Races - February 26-28; AHRMA Road Races - March 1-2;
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AMA GNCC from Okeechobee, FL with results, photos and multimedia.
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Events

Laddusaw shaves ice at SVCC Ice Race

By Brad Letcher

SIOUX FALLS, SD, JAN 24

Nick Laddusaw took a convincing win over the rest of the 80cc Mini competitors during the latest round of the Sioux Valley Cycle Club ice-racing season. Laddusaw and his new Yamaha shaved the ice off the Saddleback Race Park pond as he flew to heat-race and main-event wins over points leader Ryan Deighton.

The heat race began with Deighton throwing his Honda into the lead, with Laddusaw, Tony Bissell and Derik Laddusaw close behind. Derik Laddusaw slid into third as he passed Bissell on lap two. It would take Nick Laddusaw until lap three to make the pass for the lead, powering past Deighton. Newcomer Jason Swift made the move into fourth with two laps to go. Deighton kept Nick Laddusaw honest but could not get the top spot back. Nick Laddusaw took the win, followed by Deighton, Derik Laddusaw and Swift.

Nick Laddusaw lined up on the inside of the track, with Deighton alongside, for the 80cc Mini-class main event. Nick Laddusaw launched off the line and into the first turn to grab the holeshot. Deighton was a close second as the field fanned out, each rider looking for an advantage. Tony Bissell took over the third position as Derik Laddusaw, Jason Swift and Robert Thompson battled for fourth. Derik Laddusaw scooted around Bissell for third on lap two. Laddusaw's third-place jaunt only lasted half of a lap, as he went down in turn two.

Meanwhile, up front, Nick Laddusaw began to power away from Deighton. Tony Bissell, Swift, Thompson and Taylor Bissell were fighting furiously for the third position after Derik Laddusaw's crash relegated him to spectator status. Swift made the move to third, behind Deighton, with two laps remaining. Taylor Bissell got around Thompson for fifth, just behind his brother Tony Bissell. Nick Laddusaw took the checkered flag over a lonely second-placed Deighton. Swift, Tony Bissell and Taylor Bissell rounded out the top five.

Deighton still holds a six-point lead over the red-hot Nick Laddusaw with two rounds remaining.

Results

MINI 80: 1. Nick Laddusaw (Yam); 2. Ryan Deighton (Hon); 3. Jason Swift (Hon); 4. Tony Bissell (Kaw); 5. Derik Laddusaw (Kaw).

Ramey shines at Diamond Head GP

By Greg Robertson

PALMDALE, CA, FEB. 7

Shane Ramey got a second wind and fought back from a 15-second deficit to come out on top of California Racing Club's Junior Vet Novice class at Los Angeles County Raceway during the Diamond Head Grand Prix.

At the wave of the green flag, it was CR250-mounted Gabi Abayou who got the jump on the field from the dead-engine start. Ramey tucked in for second place, ahead of Rick Knox, Dino Catuogno and Shy Moshe. Abayou easily put five seconds on Ramey on the opening lap as the YZ400F-mounted Brad Pietro made his way up into fourth, behind Knox, after suffering a bad start.

Abayou continued to pull slowly away from Ramey, and by the 25-minute mark of the 45-minute race, Abayou was enjoying a 15-second cushion on Ramey. Pietro was circulating the track all by himself in third, while Knox and John MacMiller argued over fourth.

Ramey turned up the boost, and within the span of a couple of laps he was knocking on Abayou's back door. With momentum on his side, Ramey passed his fellow Honda rider and continued on to earn the victory. Abayou finished second, a good distance ahead of Knox. MacMiller held on for fourth, while Assaf Alush rebounded from a trip over the bars early in the race to round out the top five.

Gary Cheek was untouchable in the Junior Vet Intermediate class. The KTM rider took the win by a safe margin over Robbie Dunham and Shane Stanley.

John Topor came from a last-place start to run down holeshot artist Steve Norr by lap two and then disappear for the Senior Amateur-class win on his CR125. Norr easily took second over the Yamahas of Bob Dunham and Mark Hesse.

Ken Slater Sr. led a Kawasaki sweep of the Senior Novice field. Slater went wire to wire to defeat Dan Lewis and Kenny Kopecky. **CN**

Results

P/W BEG: 1. Scott Taylor (KTM); 2. Michael Ballestero (KTM).

Shane Ramey came from behind to win the Vet Novice class at CRC's Diamond Head GP at Los Angeles County Raceway.

P/W YAM STK: 1. Sean Robison (Yam); 2. Zachariah Springer (Yam); 3. Ryan Robison (Yam).

P/W 60: 1. Sean Springer (Yam).

S/P/W (4-6): 1. Chris Plouffe (KTM); 2. Keith Robinson (Cob).

60 BEG: 1. Ken Slater Jr. (KTM); 2. Cody Shearer (Kaw); 3. Tyler McComb (Kaw); 4. Tyler Brockett (Kaw).

60 (4-8): 1. Trent Pugmire (Kaw); 2. Shawn Butler (Kaw); 3. Dylan Pemberton (Kaw); 4. Garrett Lilly (KTM); 5. Cole Pugmire (Kaw).

60 (9-11): 1. Billy Ballestero (Kaw); 2. Preston Lundin (Kaw); 3. Timmy Ritzler (Kaw); 4. Andrew Rosta (Kaw).

80 BEG: 1. Matt Elliott (Hon); 2. Derreck Murphy (Suz); 3. Michael Brewer (Hon); 4. Mark Brewer (Kaw); 5. Mike Garcia (Yam).

80 (7-11): 1. Tye Hames (Kaw); 2. Chuckwedi Udeh (Hon); 3. Max Eure (Hon); 4. Kyle Bergantz (Yam).

80 (12-13): 1. Aaron Bergantz (Yam); 2. Anthony Barbacovi (Yam); 3. C.J. Mahon (Yam); 4. Darin Chisholm (Yam); 5. Ricky Parks (Yam).

80 (14-16): 1. Sam Scanlon (Hon).

B/W: 1. Bobby Steffan (Kaw); 2. Emeka Udeh (Hon); 3. Mike Epstein (Yam); 4. Louie Santiago (Hon); 5. Ace Eure (Hon).

WMN: 1. Bonnie Kelly (Yam); 2. Patti DeVoll (Kaw).

125 BEG: 1. Todd Eide (Yam); 2. Josh Bagge (Hon); 3. Kyle Kelly (Yam); 4. Benjamin Stuelke (Suz); 5. Kit Kunath (Yam).

125 NOV: 1. Jared Williams (Yam); 2. Steven Engenio (Yam); 3. Brandon Norton (Yam); 4. Shawn Trabert (Kaw); 5. Andrew Cordos (Yam).

125 INT: 1. Chris Elliott (Yam); 2. Jeff Eide (Yam); 3. Johner Faulkner (Yam).

250 BEG: 1. Neil Chisholm (Hon); 2. Flemming Larson (Kaw); 3. Anthony Spainhower (Hon); 4. Augie Dominguez (Suz); 5. Tim Barker (Hon).

250 NOV: 1. Justin Eide (Yam); 2. Jeremy Ferro (Hon); 3. Derrick Arnold (Hon); 4. Sal Squeo (Kaw).

250 INT: 1. Nick Mairose (Suz); 2. Gary Cheek (KTM); 3. Willie Kennedy (Hon).

500 PRO: 1. Edwardo Flippo (KTM); 2. John Ferro (Hon); 3. Norm Schiel (Hon).

JR VET BEG: 1. Troy Robinson (Hon).

JR VET NOV: 1. Shane Ramey (Hon); 2. Gabi Abayou (Hon); 3. Rick Knox (Yam); 4. John MacMiller (Suz); 5. Assaf Alush (Kaw).

JR VET INT: 1. Gary Cheek (KTM); 2. Robbie Dunham (Yam); 3. Shane Stanley (Yam).

VET BEG: 1. Steve DeVoll (Suz); 2. Larry Williams (Yam); 3. Greg Wilkins (Suz); 4. Matt McColm (Yam); 5. Rick McComb (Yam).

VET NOV: 1. Joe Casagrande (Yam); 2. Charlie Gilmore (Kaw); 3. Derrick Arnold (Hon); 4. Kenny Alexander (Hon); 5. Shy Moshe (Suz).

VET INT: 1. Craig Conaway (Hon); 2. Chad Nelson (Yam); 3. Mike Licitra (Kaw); 4. Leo Saul (Yam); 5. Randy Wilkins (Suz).

VET EX-PRO: 1. Bryan Nelson (Yam); 2. Jimmy Roberts (Hon).

SR NOV: 1. Ken Slater Sr. (Kaw); 2. Dan Lewis (Kaw); 3. Kenny Kopecky (Kaw).

SR AM: 1. John Topor (Hon); 2. Steve Norr (Hon); 3. Bob Dunham (Yam); 4. Mark Hesse (Yam).

SR EX: 1. Edwardo Flippo (KTM); 2. Norm Schiel (Hon).

O/T NOV: 1. Raleigh Webster (Hon); 2. Bruce Hoover (Kaw); 3. Chuck Woody (Yam); 4. Dave Rutledge (Hon); 5. John Flanders (Hon).

O/T AM: 1. Charles Howell (Yam); 2. Rick Kantazar (Hon); 3. Richard Bealer (Yam); 4. Jeff Petron (Kaw); 5. Hank Owen (Kaw).

O/T EX: 1. George Lazenby (Yam); 2. Kirk Freeman (Yam); 3. Tom Patton (Yam); 4. Scott McDonnal (Hon); 5. Larry Williams (Yam).

O/T MSTR A: 1. Willie Kennedy (Hon); 2. John Ferro (Hon).

O/T MSTR B: 1. Norm Schiel (Hon); 2. Mike Chesbro (Yam); 3. Jack Roten (Yam); 4. Steve Clark (Kaw); 5. Mike Ferro (Hon).

Team

60: 1. Richard Encise/Billy Ballestero.

80: 1. Anthony Barbacovi/Mike Epstein; 2. Mark Brewer/Brian Mullim.

BEG: 1. Charles Dana/Corey Jones; Jon Sudtell/John McConnal; 3. Patti DeVoll/Bonnie Kelly.

NOV: 1. Joe Casagrande/Greg Wilkins; 2. Jeff Mathews/James Morganridge; 3. Steven Engenio/Jason West.

INT: 1. Chad Nelson/Randy Wilkins; 2. Mike Licitra/Norm Schiel.

Iron Man

80: 1. Chris Norr (Hon); 2. Darin Chisholm (Yam); 3. Bobby Steffan (Kaw); 4. Cody Sandefer (Hon); 5. Michael Brewer (Hon).

BEG: 1. Neil Chisholm (Hon); 2. Fleming Larsen (Kaw); 3. Peyton Schmidt (Yam); 4. Randall Sandefer (Yam); 5. Craig McCormick (Kaw).

NOV: 1. Darrel Sanders (Hon); 2. Chris Pederson (Suz); 3. Scott Murphy (Hus).

INT: 1. Chris Elliott (Yam); 2. Russell Reilly (Suz); 3. Shane Stanley (Yam); 4. Nick Mairose (Suz).

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Sun.,	Apr. 25	Round 4	Perris
Sun.,	May. 16	Round 5	Comp. Park

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Championship Road Racing Series

4/18 Sepang, Malaysia, Rnd 1
4/25 Motegi, Japan, Rnd 2
5/9 Jerez, Spain, Rnd 3
5/23 Paul Ricard, France, Rnd 4
6/6 Mugello, Italy, Rnd 5
6/20 Catalunya, Spain, Rnd 6
6/26 Assen, Holland, Rnd 7
7/4 Donington, England, Rnd 8
7/18 Sachsenring, Germany, Rnd 9
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series

3/28 Kyalami, South Africa, Rnd 1
4/18 Phillip Island, Australia, Rnd 2
5/2 Donington, England, Rnd 3
5/16 Albacete, Spain, Rnd 4
5/30 Monza, Italy, Rnd 5
6/13 Nurburgring, Germany, Rnd 6
6/27 San Marino, Rnd 7
7/11 Monterey, CA, Rnd 8
8/1 Brands Hatch, England, Rnd 9
8/29 A-1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship Motocross Series

4/11 Castineau-de-Levis, France, Rnd 1
4/18 Osuna, Spain, Rnd 2
5/2 Schwanenstadt, Austria, Rnd 3
5/16 Castiglione del Lago, Italy, Rnd 4
5/30 Loket, Czech Republic, Rnd 5
6/13 Teutschenthal, Germany, Rnd 6
7/11 Hawkstone Park, England, Rnd 7
7/18 Lucenec, Slovakia, Rnd 8
8/1 Namur, Belgium, Rnd 9
8/8 Folkendange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

FIM 250cc World Championship Motocross Series

3/21 Talavera de la Reina, Spain, Rnd 1
3/28 Megalopolis, Greece, Rnd 2
4/11 Valkenswaard, Holland, Rnd 3
4/18 Ernee, France, Rnd 4
5/2 Maracay, Venezuela, Rnd 5
5/16 Belo Horizonte, Brazil, Rnd 6
5/30 Foxhill, England, Rnd 7
6/13 Maggiora, Italy, Rnd 8
6/20 St. Jean d'Angely, Europe, Rnd 9
6/27 Kester, Belgium, Rnd 10
7/11 Bramont, Canada, Rnd 11
8/1 Gdynia, Poland, Rnd 12
8/8 Folkendange, Luxembourg, Rnd 13
8/22 Nismes, Belgium, Rnd 14
8/29 Gaildorf, Germany, Rnd 15
9/12 Budds Creek, MD, Rnd 16

FIM 125cc World Championship Motocross Series

3/14 Vemeuil si Avre, France, Rnd 1
3/28 Cingoli, Italy, Rnd 2
4/11 Indaiatuba, Brazil, Rnd 3
5/2 Bellpuig, Spain, Rnd 4
5/16 Mill, Netherlands, Rnd 5
5/30 Foxhill, England, Rnd 6
6/13 Agueda, Portugal, Rnd 7
6/20 Borgo Maggiore, San Marino, Rnd 8
7/11 Launsdorf, Austria, Rnd 9
7/18 Orahova Vas, Slovakia, Rnd 10
8/8 Roggenburg, Switzerland, Rnd 11
8/22 Haenchen, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations

9/26 Indaiatuba, Brazil

FIM World Individual Speedway Championship Grand Prix Series

5/8 Prague, Czech Republic, Rnd 1
6/4 Linkoping, Sweden, Rnd 2
7/3 Wroclaw, Poland, Rnd 3
7/31 Coventry, England, Rnd 4
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
7/18 Poole, Great Britain (Intercontinental Final)
7/25 Wroclaw, Poland (Continental Final)
10/10 Lonigo, Italy (Grand Prix Challenge)

FIM Trial World Championship Series

3/20-21 Lloret del Mar, Spain
3/27-28 Baltar, Portugal
4/17-18 Mons, Belgium
4/24-25 Douglas, Great Britain
5/29-30 Grossheubach, Germany
6/12-13 St. Gilles/Reunion, France
6/26-27 Exeter, RI
7/3-4 Watkins Glen, NY
9/4-5 Biasca, Switzerland
9/11-12 Lavarone, Italy
9/26 Ettelbruck-Warken, Luxembourg

FIM Trial Indoor Enduro World Cup Series

2/27 Bremen, Germany
3/6 Madrid, Spain
3/14 Milano/Torino, Italy

FIM World Sidecar Championship

4/18 Kallithea Elassona, Greece
5/16 Jinin, Czech Republic
6/6 Cesis, Latvia
6/13 Jaanikese, Estonia
6/20 Varsseveld, Netherlands
7/4 Lacapelle Marival, France
7/11 Strassbessenbach, Germany
7/25 Rijkevorsel, Belgium
8/1 Chernivtsi, Ukraine
8/8 Kegums, Latvia
9/5 Canada Heights, Great Britain
9/12 Tagerig, Switzerland

AMA MBNA Superbike Series

3/3-7 Daytona Beach, FL, Rnd 1
3/19-21 Phoenix, AZ, Rnd 2
4/16-18 Rosamond, CA, Rnd 3
4/23-25 Sonoma, CA, Rnd 4
4/30-5/2 Monterey, CA, Rnd 5
6/4-6 Braselton, GA, Rnds 6 & 7
6/11-13 Elkhart Lake, WI, Rnd 8
6/18-20 Loudon, NH, Rnd 9
7/16-18 Lexington, OH, Rnd 10
7/30-8/1 Brainerd, MN, Rnd 11
9/17-19 Fountain, CO, Rnd 12
10/1-3 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA Grand National Dirt Track Series

3/6 Daytona Beach, FL, Rnd 1
5/8 Hagerstown, MD, Rnd 2
5/15 Woodstock, GA, Rnd 3
5/22 Harrington, DE, Rnd 4
5/30 Springfield, IL, Rnd 5
6/12 TBA, Rnd 6
6/19 Mineralwells, WV, Rnd 7
6/26 Lima, OH, Rnd 8
7/3 Indianapolis, IN, Rnd 9
7/10 Joliet, IL, Rnd 10
7/17 Oklahoma City, OK, Rnd 11
7/24 Du Quoin, IL, Rnd 12
7/31 Rossburg, OH, Rnd 13
8/7 Lake Odessa, MI, Rnd 14
8/11 Rapid City, SD, Rnd 15
8/15 Peoria, IL, Rnd 16
8/21 Hagerstown, MD, Rnd 17
8/28 Sedalia, MO, Rnd 18
9/5 Springfield, IL, Rnd 19
9/11 Dallas, TX, Rnd 20
9/18 TBA, Rnd 21
9/25 Sacramento, CA, Rnd 22
10/2 Las Vegas, NV, Rnd 23
10/10 Del Mar, CA, Rnd 24
Info: 614/891-2425

AMA Toyota Trucks U.S. Supercross Series

2/27 Dallas, TX, Rnd 8
3/6 Daytona Beach, FL, Rnd 9
3/13 Houston, TX, Rnd 10
3/20 Minneapolis, MN, Rnd 11
3/27 St. Louis, MO, Rnd 12
4/10 Pontiac, MI, Rnd 13
4/17 New Orleans, LA, Rnd 14
4/24 Indianapolis, IN, Rnd 15
5/1 Las Vegas, NV, Rnd 16
Info: 630/566-6100

AMA PJ1 National Arenacross Series

2/26-28 Sacramento, CA, Rnd 14
3/5-7 Portland, OR, Rnd 15
3/19-21 San Jose, CA, Rnd 16
3/26-28 Salt Lake City, UT, Rnd 17
Info: 630/566-6100

AMA Mazda Trucks National Motocross Series

5/9 San Bernardino, CA, Rnd 1
5/16 Sacramento, CA, Rnd 2
5/30 Mount Morris, PA, Rnd 3
6/13 Southwick, MA, Rnd 4
6/20 Budds Creek, MD, Rnd 5
7/4 Buchanan, MI, Rnd 6
7/18 New Berlin, NY, Rnd 7
7/25 Troy, OH, Rnd 8
8/1 Washougal, WA, Rnd 9
8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/891-2425

AMA Acerbis National Enduro Series

3/27 Forest Hill, LA, Rnd 3*
3/28 Forest Hill, LA, Rnd 4*
5/16 Wellston, OH, Rnd 5
5/29 McArthur, OH, Rnd 6*
6/5 Idaho City, ID, Rnd 7*
6/6 Idaho City, ID, Rnd 8*
6/19 Hurricane Mills, TN, Rnd 9*
6/20 Hurricane Mills, TN, Rnd 10*
7/25 Akeley, MN, Rnd 11
8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
*Indicates ISDE Qualifier
Info: 614/891-2425

AMA National Hare & Hound Series

3/14 Red Mountain, CA, Rnd 2
3/27 Murphy, ID, Rnd 3
4/10 Jericho, UT, Rnd 4
4/25 Johnson Valley, CA, Rnd 5
6/26 TBA/Nevada, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/891-2425

AMA National Hare Scrambles Series

4/11 Hurricane Mills, TN, Rnd 3
4/18 Redding, CA, Rnd 4
6/27 Ottawa, IL, Rnd 5
7/4 Chelsea, VT, Rnd 6
7/18 Kahoka, MO, Rnd 7
8/29 Millfield, OH, Rnd 8
10/3 Lynnville, IN, Rnd 9
Info: 614/891-2425

AMA/District 36 Vintage / Veteran Dirt Track Series

2/27-28 Orland, CA, Rnds 7, 8
4/10-11 Lodi, CA, Rnds 9, 10
4/17 Lodi, CA, Rnd 11
4/24 Lodi, CA, Rnd 12
5/8 Lodi, CA, Rnd 13
5/15 Lodi, CA, Rnd 14
5/22 Lodi, CA, Rnd 15
6/5 Lodi, CA, Rnd 16
6/12 Lodi, CA, Rnd 17
6/19 Lodi, CA, Rnd 18
6/26 Lodi, CA, Rnd 19
7/10 Lodi, CA, Rnd 20
7/17 Lodi, CA, Rnd 21
7/24 Lodi, CA, Rnd 22
8/14 Lodi, CA, Rnd 23
8/21 Lodi, CA, Rnd 24
9/11 Lodi, CA, Rnd 25
9/18 Lodi, CA, Rnd 26
10/9 Lodi, CA, Rnd 27
10/16 Lodi, CA, Rnd 28
10/23 Lodi, CA, Rnd 29
Info: 209/368-7809

AMA/District 36 Amateur/ Youth Dirt Track Series

2/27-28 Orland, CA, Rnds 7, 8
4/10-11 Lodi, CA, Rnds 9, 10
4/17 Lodi, CA, Rnd 11
4/24 Lodi, CA, Rnd 12
5/8 Lodi, CA, Rnd 13
5/15 Lodi, CA, Rnd 14
5/22 Lodi, CA, Rnd 15
6/5 Lodi, CA, Rnd 16
6/12 Lodi, CA, Rnd 17
6/19 Lodi, CA, Rnd 18
6/26 Lodi, CA, Rnd 19
7/10 Lodi, CA, Rnd 20
7/17 Lodi, CA, Rnd 21
7/24 Lodi, CA, Rnd 22
8/14 Lodi, CA, Rnd 23
8/21 Lodi, CA, Rnd 24
9/11 Lodi, CA, Rnd 25
9/18 Lodi, CA, Rnd 26
10/9 Lodi, CA, Rnd 27
10/16 Lodi, CA, Rnd 28
10/23 Lodi, CA, Rnd 29
Info: 209/833-0639

AMA National Amateur MX Series

Northeast Area Qualifiers
3/13-14 Budds Creek, MD
3/20-21 Dillwyn, VA
3/27-28 Jacksonville, PA
4/10-11 Newburg, PA
4/17-18 Danville, VA
4/24-25 Delmont, PA
5/1-2 Mapleview, NY
5/8-9 Armaugh, PA

Northeast Amateur Regional
6/19-20 Binghamton, NY

Northeast Youth Regional
6/26-27 Auburn, NY

Southeast Area Qualifiers
3/15 Okeechobee, FL
3/20-21 Blountville, TN
3/28 Reddick, FL
3/27-28 Hohenwald, TN
4/3-4 Sanford, NC
4/10-11 Roberta, GA
4/17-18 Albertville, AL
5/15-16 Macon, GA

Southeast Amateur Regional
6/12-3 Society Hills, SC

Southeast Youth Regional
6/19-20 Chatsworth, GA

Mideast
3/27-28 London, KY
4/17-18 McArthur, OH
4/24-25 Akron, IN
5/1-2 Buchanan, MI
5/15-16 Millington, MI
5/15-16 Mitchell, IN
5/22-23 Sugar Grove, OH
5/22-23 Leitchfield, KY

Mideast Amateur Regional
6/26-27 Bloomington, MI

Mideast Youth Regional
6/12-13 Millfield, OH
North Central Area Qualifiers
3/20-21 Salem, IL
3/27-28 Kahoka, MO
4/4-5 Hawk Point, MO
4/17-18 Kansas City, KS
5/1-2 Hoopeston, IL
5/8-9 Casey, IL
5/15-16 Nashville, IL
5/22-23 Denmark, WI
North Central Amateur
6/12-13 Lake Geneva, WI
North Central Youth
6/26-27 Lowes, KY
South Central
3/27-28 Milliken, CO
4/3-4 Highlands, TX
4/10-11 Fort Worth, TX
4/10-11 Magnolia, AR
4/17-18 Kansas City, KS
5/1-2 Moriarty, NM
5/8-9 Craig, CO
5/22-23 Stillwater, OK
South Central Amateur
6/19-20 Fort Worth, TX
South Central Youth
6/12-13 Magnolia, AR
Southwest
3/14 San Bernardino, CA
3/27-28 Milliken, CO
5/1-2 Moriarty, NM
5/8-9 Craig, CO
5/22-23 Cedar City, UT
Southwest
6/19-20 San Bernardino, CA
Northwest
4/25 Roseburg, OR
5/23 Washougal, WA
Northwest
6/12-13 Washougal, WA
Info: 614/856-1900

AMA/District 37 Grand Prix Big 6 Series
3/6-7 Glen Helen, CA
4/10-11 Twentynine Palms, CA
5/1-2 LA County Raceway, CA
10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37 Dual Sport Ride Series
2/27-28 Laughlin, NV*
3/13-14 Death Valley, CA
3/21 San Bernardino, CA
4/18 Cantil, CA
5/1-2 Newhall, CA
5/16 Mojave, CA
7/17-18 Bass Lake, CA
7/24-25 Sequoia National Forest, CA
7/31-8/1 Mammoth Lakes, CA*
8/14-15 Big Bear Lake, CA
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
10/3 Silverwood Lake, CA
10/16-17 Mesquite, NV*
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Mid-South Championship Winter Hare Scrambles Series
3/14 Cadiz, KY
3/28 Charlotte, TN
Info: 615/859-0873

AMA Prostar National Drag Racing Series
2/26-28 Gainesville, FL, Rnd 1
3/27-28 Commerce, GA, Rnd 2
4/24-25 Columbus, OH, Rnd 3
6/5-6 Rockingham, NC, Rnd 4
7/9-11 Chicago, IL, Rnd 5
8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar Regional Drag Racing Series
10/16-17 Houston, TX
Info: 256/852-1101

AMA Prostar West Drag Racing Series
3/13 Tucson, AZ, Rnd 1
4/10 Bakersfield, CA, Rnd 2
6/26 Phoenix, AZ, Rnd 3
8/21 Salt Lake City, UT, Rnd 4
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

AMA Texas Championship Hare Scrambles Series
3/7 Rockne, TX, Rnd 4
3/28 Fort Hood, TX, Rnd 5
4/11 Brune's Mill, TX, Rnd 6
4/25 San Antonio, TX, Rnd 7
5/23 Montgomery, TX, Rnd 8
6/6 Walnut Creek, TX, Rnd 9
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or http://www.flash.net/~tchss.

AMA Grand National Cross Country Series
3/1-2 Okeechobee, FL, Rnd 1
3/6-7 Macon, GA, Rnd 2
3/20-21 Cross Keys, SC, Rnd 3
4/10-11 Hurricane Mills, TN, Rnd 4
4/24-25 Clarksburg, WV, Rnd 5
5/8-9 Manahawking, NJ, Rnd 6
5/22-23 Brownsville, PA, Rnd 7
6/5-6 Boyer, PA, Rnd 8
7/10-11 Fairmont, WV, Rnd 9
8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

AMA/District 7 Hare Scrambles Championship Series
3/14 Budds Creek, MD
3/21 Hagerstown, MD
3/28 Rawlings, MD
4/18 Rawlings, MD
4/25 St. Georges, DE
5/2 Budds Creek, MD
6/27 Rawlings, MD
7/25 Budds Creek, MD
8/22 Budds Creek, MD
10/10 Budds Creek, MD
Info: 410/792-7200

AMA Four Corners MX Series
3/28 Aztec, New Mexico
4/17-18 Aztec, New Mexico
4/25 Mancos, Colorado
5/16 Mancos, Colorado
5/23 Aztec, New Mexico
6/13 Mancos, Colorado
6/27 Aztec, New Mexico
7/11 Mancos, Colorado
7/25 Aztec, New Mexico
8/8 Mancos, Colorado
8/29 Aztec, New Mexico
9/5 Mancos, Colorado
9/26 Aztec, New Mexico
10/10 Aztec, New Mexico
Info: 800/720-MOTO or 970/533-9747

AMA/District 25 Rocky Mountain MX Spring Series
2/28 Milliken, CO
3/14 Erie, CO
3/27-28 Milliken, CO
4/18 Brush, CO*
4/25 Milliken, CO
5/8-9 Craig, CO
5/23 Milliken, CO
5/30 Brush, CO
6/6 Erie, CO*
Summer Series
6/13 Craig, CO
6/27 Watkins, CO*
7/18 Erie, CO
8/8 Erie, CO
8/22 Watkins, CO
9/5 Craig, CO
9/12 Brush, CO
9/19 Milliken, CO*
10/2-3 Craig, CO*
* District 25 state championship
Info: 303/271-0190 or http://www.rmxa.com

AMA Southern California MX Championship Series
5/7-8 Glen Helen, CA, Rnd 1
6/5-6 Kernville, CA, Rnd 2
6/20 Hungry Valley, CA, Rnd 3
7/11 Hungry Valley, CA, Rnd 4
7/18 Palmdale, CA, Rnd 5
8/1 Glen Helen, CA, Rnd 6
8/8 San Jacinto, CA, Rnd 7
8/15 Glen Helen, CA, Rnd 8
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 805/589-9265

AMA Tecnosel Carolina Ultra MX Series
3/13-14 Society Hill, SC
3/28 Chesterfield, SC
4/11 Forest City, NC
5/9 Forest City, NC
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

AMA Pro-Am Mega MX Series
3/6-7 Blountville, TN, Rnd 1
3/13-14 Society Hill, SC, Rnd 2
3/20-21 Blountville, TN, Rnd 3
4/17-18 Danville, VA, Rnd 4
4/25 Wytheville, VA, Rnd 5
5/1-2 Blountville, TN, Rnd 6
5/22-23 Society Hill, SC, Rnd 7
6/5-6 Blountville, TN, Rnd 8
7/3-4 London, KY, Rnd 9
7/11 Wytheville, VA, Rnd 10
7/17-18 Blountville, TN, Rnd 11
9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

AMA/NATC National Observed Trials Championship
4/10-11 Munster, TX
4/17 Temecula, CA
4/18 El Trial de España
5/22-23 Salida, CO
5/29-30 Washougal, WA
6/19 Lock Haven, PA
6/20 Williamsonburg, PA
8/21-22 Ute Cup/Sargent, CO
8/28-29 Casper, WY

AMA/Suzuki Dual Sport Trail Ride Series
2/27-28 Laughlin, NV
4/17-18 Altair, TX
5/1-2 Renfro Valley, KY
5/22-23 McArthur, OH
6/5-6 Mill Hall, PA
6/5-6 Lesterville, MO
6/12-13 Loudon, NH
6/19-20 Hurricane Mills, TN
7/17-18 Davis, WV
7/25-30 Newberry, MI
7/31-8/1 Berkshire, NY
7/31-8/1 Mammoth Lakes, CA
9/11-12 Golden Pond, KY
9/18-19 Elizabeth, WV
9/25-26 Columbus, IN
10/2-3 Woodstock, VA
10/9-10 Angels Camp, CA
10/16-17 McArthur, OH
10/16-17 St. George, UT
10/23-24 Saucier, MS
10/30-31 Terlingua, TX
11/26-27 Los Angeles, CA
Info: 614/856-1900

AMA U.S. Eastern Motocross Spring Series
2/28 Elizabeth City, NC
3/7 Sanford, NC
3/14 Danville, VA
3/21 Dillwyn, VA
3/28 Reidsville, NC
4/11 Elizabeth City, NC
4/25 Axton, VA
5/2 East Bend, NC
5/9 Dillwyn, VA
5/16 Danville, VA
Info: 804/724-4392

AMA Ballzee Grand Championship Motocross Series
6/27 Axton, VA
7/18 Danville, VA
7/25 Reidsville, NC
8/1 Axton, VA
8/8 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series
9/5 Dillwyn, VA
9/18 Danville, VA
9/26 East Bend, NC
10/3 Reidsville, NC
10/10 Elizabeth City, NC
10/17 Sanford, NC
10/24 Danville, VA
10/31 Axton, VA
11/7 Dillwyn, VA
Info: 804/724-4392

PACE Ultracross Series
2/26-28 Nampa, ID, Rnd 5
3/12-14 Memphis, TN, Rnd 6
3/19-21 Chattanooga, TN, Rnd 7
3/19-21 Wichita, KS, Rnd 8
Info: 817/246-7400

Sound of Thunder Four-Stroke Motocross Series
Southwestern
3/21 Phoenix, AZ
4/18 San Bernardino, CA
Pacific Northwest
7/10-11 Yakima, WA
7/18 Sandy, OR
TBA Albany, OR
Central States
3/26-28 Whitney, TX
6/6 Denver, CO
8/12 Ponca City, OK
Final Event
9/11-12 Donner Ranch, Lake Tahoe, CA
Info: 530/221-0912

SERA Hare Scrambles Series
2/28 Rockford, AL
6/27 Lawrenceburg, TN
7/25 Maplesville, AL
9/25 Hattiesburg, MS
10/10 Fort Polk, LA

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5. April 24-25 - Pro Sport MX - Wytheville, Va
6. May 1-2 - PEPSI Family Weekend - Muddy Creek
7. May 22-23 - Camp Coker MX - SC
8. June 5-6 - FMF Weekend - Muddy Creek
9. July 3-4 - Daniel Boone MX - London, Ky
10. July 10-11 - VIRGINIA Mega Series - Pro Sport MX
11. July 16-17-18 - KAWASAKI Tenn State - Muddy Creek
12. Sept 4-5 - Daniel Boone MX
13. Sept 11-12 - Muddy Creek
14. Sept 25-26 - SMOKY Mtn Fall Cup - Pigeon Forge, Tenn
15. Oct 2-3 - Danie Boone - Kentucky St Championship
16. Oct 15-16-17 - SUZUKI TOP GUN SHOWDOWN - Muddy Creek

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19-21 UTC Arena Chattanooga, Tn
19-21 Kansas Coliseum Wichita, Ks

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Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
Info: 601/763-7427

SERA Enduro Series
3/7 Kirby, AR
3/28 Forest Hill, LA
4/11 Fort Polk, LA
5/2 Wiggins, MS
5/16 Saucier, MS
5/30 Clanton, AL
6/13 Laurel, MS
8/8 Breezy Hill, LA
8/29 Little Rock, AR
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

AHRMA/Progressive Suspension Historic Cup Road Race Series
2/26 Deland, FL
3/1-2 Daytona Beach, FL
4/3-4 Rosamond, CA
4/17-18 Sonoma, CA
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Motocross Series
2/27 Ocala, FL
3/21 Perris, CA
4/18 Sonoma, CA
5/15 Bremen, GA
5/1 Casey, IL
6/19 Grattan, MI
7/11 Lexington, OH
7/31 Colorado Springs, CO
8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
2/28 Ocala, FL
3/2 Daytona Beach, FL
3/4 Barberville, FL
4/2 Rosamond, CA
5/30 Port Royal, PA
6/6 Indianapolis, IN
6/11 Cumberland, MD
7/4 Athens, OH
7/9 Ashland, OH
7/24 Weedsport, NY
8/1 Joliet, IL
9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Trials Series
2/28 Ocala, FL
4/4 Rosamond, CA
4/17 Sonoma, CA
4/25 Ridgedale, MO
5/16 Bremen, GA
5/2 Casey, IL
6/6 Santa Cruz, CA
6/20 Grattan, MI
7/10 Lexington, OH
8/1 Colorado Springs, CO
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA/National Grand Prix Series
4/18 Budds Creek, MD
4/24 Ridgedale, MO
5/16 Bremen, GA
8/29 Thornville, OH
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

AHRMA Dixie Cup Regional Road Race Series
2/26 De Land, FL
3/1-2 Daytona Beach, FL
10/2-3 Talladega, AL
10/23-24 Kershaw, SC

AHRMA Masters of the Midwest Regional Road Race Series
6/5-6 Elkhart Lake, WI
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI

AHRMA Pacific Crown Regional Road Race Series
4/3-4 Rosamond, CA
4/17-18 Sonoma, CA
9/18 Park City, UT

AHRMA Mid-Atlantic Vintage MX Series
4/17 Budds Creek, MD
6/13 Sale Creek, TN
7/31 Axton, VA
8/21 Shippensburg, PA
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

AHRMA Midwest Regional MX Series
4/17 Bedford, KY
5/22 Casey, IL
6/6 Kansas City, MO
6/19 Grattan, MI
6/26 Indianapolis, IN
7/11 Lexington, OH
8/21 Belding, MI
8/28 Thornville, OH
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

AHRMA Northwest Regional Motocross Series
2/28 Tulare, CA
3/14 Brentwood, CA
4/18 Sonoma, CA
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
7/18 Carson City, NV
8/22 Chehalis, WA
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

AHRMA Northwest Lumberjack Motocross Series
5/23 Fernley, NV
6/13 Phillipsville, CA
6/27 Eugene, OR
8/22 Chehalis, WA
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

AHRMA Southeast Regional Motocross Series
2/27 Ocala, FL
3/1 Reddick, FL
4/18 Hohenwald, TN
5/15 Bremen, GA
6/13 Sale Creek, TN
7/17 Bremen, GA
8/15 Steele, AL
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/986-3213 or kavula_m@mercer.edu

AHRMA Southeast Regional Trials Series
2/28 Ocala, FL
4/17 Hohenwald, TN
5/16 Bremen, GA
7/17 Bremen, GA
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

AHRMA H&H KTM Southeast GP Series
4/17 Hohenwald, TN
5/16 Bremen, GA
9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/986-3213 or kavula_m@mercer.edu

AHRMA Southwest Regional Motocross Series
2/28 Tulare, CA
3/21 Perris, CA
4/11 Gorman, CA
5/16 San Bernardino, CA
8/15 Big Bear, CA
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Western Regional Dirt Track Series
4/2 Rosamond, CA
4/10 Livermore, CA
4/25 Lodi, CA
5/15 Hanford, CA
5/30 Oroville, CA
7/17 Carson City, NV
7/25 Barona, CA
8/8 Hollister, CA
8/22 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Maderas, OR
10/23-24 Tulare, CA
Info: 818/992-5343

AHRMA Western Regional Trials Series
4/4 Willow Springs, CA
4/17 Sears Point, CA
5/23 Fernley, NV
6/6 Santa Cruz, CA
8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

AHRMA Michigan MX Series
5/2 Millington, MI
5/16 Portland, MI
6/6 Buchanan, MI
6/27 Battle Creek, MI
7/11 Midland, MI
7/25 Stanton, MI
8/8 Coldwater, MI
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomingdale, MI
10/17 Buchanan, MI
Info: 248/620-1926

AHRMA Vintage Motocross Series
4/11 Drexel, MO
5/16 Moberly, MO
5/23 Niangua, MO
6/13 Eldorado Springs, MO
9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

Best In The Desert Racing Association Silver State Series
4/16-17 Tonopah, NV, Rnd 2
6/25-27 Mesquite, NV, Rnd 3
9/30-10/3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or http://www.bitd.com

District 36 Northern California Enduro Series
3/14 Coalinga, CA, Rnd 2
4/17 Upper Lake, CA, Rnd 3
4/25 Long Barn, CA, Rnd 4
5/2 Georgetown, CA, Rnd 5
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10

Mid-Atlantic Vintage Trials
5/15-16 Toronto, OH
6/6 Monrovia, MD
8/7 Toronto, OH
9/12 Lock Haven, PA
10/3 Williamsport, PA
10/30 Middletown, PA
Info: 410/775-7209

KORR Hare Scrambles Series
3/28 Wichita, KS
4/11 Sterling, KS
5/16 Wichita, KS
9/12 Wichita, KS
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

KORR Spring Motocross Series
3/14 Marion, KS
4/25 Marion, KS
5/2 Wichita, KS
5/15 Wichita, KS
6/5 Wichita, KS
6/6 Inman, KS
6/20 Marion, KS
6/27 Sterling, KS
Info: 316/942-6527

KORR Fall Motocross Series
7/10 Wichita, KS
7/11 Marion, KS
8/8 Sterling, KS
8/29 Wichita, KS
9/11 Wichita, KS
9/19 Marion, KS
9/26 Inman, KS
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

KTMXA Motocross Series
2/28 Draffenville, KY
3/7 Milan, TN
4/17 Murray, KY
4/25 Draffenville, KY
5/1 Draffenville, KY
5/16 White Plains, KY
5/23 Milan, TN

6/12 Draffenville, KY
6/18 Murray, KY
7/3 Atwood, TN
7/10 Draffenville, KY
7/17 Atwood, TN
8/7 Atwood, TN
8/22 Dyersburg, TN
8/29 White Plains, KY
9/4 Paris, TN
9/18 Paris, TN
9/26 Draffenville, KY
10/2 Paris, TN
10/10 Draffenville, KY
10/16 Murray, KY
10/24 Milan, TN
10/31 White Plains, KY
Info: 901/642-0511

Women's MX League Series
4/11-16 Johnstown, CO
4/16-17 Johnstown, CO
5/8 San Bernardino, CA
5/15 Sacramento, CA
6/19 Budds Creek, MD
6/27 Mammoth, CA
7/31 Washougal, WA
8/2-7 Nashville, TN
8/28 Binghamton, NY
Info: 949/837-2206

I.C.E./WSRA World Cup Ice Speedway C'Ship Series
2/27 Miami, FL
3/6-7 Columbus, GA
3/12-13 TBA
3/19-20 Johnstown, PA
Info: 970/845-6073

North American Sport Bike Series
2/26-28 Daytona Beach, FL
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

GFI Winter MX Series
North-South Showdown
3/28 Turlock, CA
Info: 909/653-4042

AMP/GFI Spring MX Series
3/28 Turlock, CA, Rnd 1
4/18 Hollister, CA, Rnd 2
4/25 Tracy, CA, Rnd 3
5/2 La Grange, CA, Rnd 4
5/23 Hollister, CA, Rnd 5
5/30 Turlock, CA, Rnd 6
Info: 209/656-9682

Northwest Regional MX Series
2/28 Tulare, CA, Rnd 2
3/14 Brentwood, CA, Rnd 3
4/18 Sonoma County, CA, Rnd 4
5/23 Fernley, NV, Rnd 5
6/13 Phillipsville, CA, Rnd 6
6/27 Eugene, OR, Rnd 7
7/18 Carson City, CA, Rnd 8
8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

GNC International MX Final
3/18-21 Dallas/Fort Worth, TX
Info: 214/351-9900

NMA World Mini Grand Prix
4/7-11 Las Vegas, NV
Info: 562/868-8112

NMA Ponca City Grand National MX Championship
7/27-31 Ponca City, OK
Info: 562/868-8112

La Playa MX Grand Prix Series
3/1 Rosarito, BC, Mexico, Rnd 1
5/16 Rosarito, BC, Mexico, Rnd 2
8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or www.toomuchfun.com.mx

WERA National Endurance Road Race Series
4/17 Talladega, AL, Rnd 1
5/8 South Haven, MI, Rnd 2
5/29 Hampton, GA, Rnd 3
6/12 Faulkville, GA, Rnd 4
6/26 Clermont, IN, Rnd 5
7/31 Summit Point, WV, Rnd 6
8/14 Kershaw, SC, Rnd 7
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

WERA National Challenge Road Race Series
4/16-18 Talladega, AL, Rnd 1
5/7-9 South Haven, MI, Rnd 2
5/28-30 Hampton, GA, Rnd 3
6/11-13 Faulkville, GA, Rnd 4
6/24-27 Clermont, IN, Rnd 5
7/30-8/1 Summit Point, WV, Rnd 6
8/13-15 Kershaw, SC, Rnd 7
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

WERA Grand National Road Race Finals
TBA Braselton, GA

WERA Vintage Road Race Series
3/13-14 Braselton, GA
3/20-21 College Station, TX
4/10-11 Henderson, TX
4/10-11 Summit Point, WV
4/24-25 Millington, TN
5/8-9 College Station, TX
5/15-16 Garrettsville, OH
5/22-23 Talladega, AL
5/22-23 Mount Meridian, IN
6/12-13 Grattan, MI
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/10-11 Braselton, GA
7/17-18 College Station, TX
7/24-25 Kershaw, SC
7/24-25 Mount Meridian, IN
8/7-8 Faulkville, GA
8/7-8 South Haven, MI
8/14-15 Garrettsville, OH
8/21-22 Talladega, AL
8/21-22 Hallet, OK
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
TBA Braselton, GA
Info: 770/924-8404

WERA Sportsman Road Race Series
North Central
4/24-25 Clermont, IN
5/7-9 South Haven, MI
5/22-23 Mount Meridian, IN
6/5-6 Madison, IL
6/12-13 Grattan, MI
6/24-27 Indianapolis, IN
7/10-11 Grattan, MI
7/24-25 Mount Meridian, IN
8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
Northeast
3/13-14 Braselton, GA
4/10-11 Summit Point, WV
5/15-16 Garrettsville, OH
6/5-6 Garrettsville, OH
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
7/24-25 Kershaw, SC
7/30-8/1 Summit Point, WV
8/14-15 Garrettsville, OH
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
Mid-Central
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/29-30 Hallett, OK
6/5-6 Madison, IL
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
8/21-22 Hallet, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN
South Central
3/20-21 College Station, TX
4/10-11 Henderson, TX
5/8-9 College Station, TX
5/29-30 Hallett, OK
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Southeast
3/13-14 Braselton, GA
3/27-28 Faulkville, GA
4/16-18 Talladega, AL
4/24-25 Millington, TN
5/22-23 Talladega, AL
5/28-30 Hampton, GA
6/11-13 Faulkville, GA
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
7/24-25 Kershaw, SC
8/7-8 Faulkville, GA
8/13-15 Kershaw, SC
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

Carolina Ultra Series
3/13-14 Society Hill, SC
3/28 Chesterfield, SC
4/11 Forest City, NC
5/9 Forest City, NC
5/16 Chesterfield, SC
5/22-23 Society Hill, SC
5/30 Iron Station, NC
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

Rocky Mountain Enduro Circuit Series
2/28 Lake Pleasant, AZ
3/21 Turkey, TX
4/25 Post, TX
5/2 Chadron, NE
5/16 Montrose, CO
5/30 Limon, CO
6/13 Buena Vista, CO
6/27 Upton, WY
7/18 Rand, CO
8/1 Espanola, NM
8/22 Del Norte, CO
9/12 Cloudcroft, NM
11/14 Matador, TX
Info: 307/742-4136

Midwest Spring Motocross Championship Series
3/7 Grain Valley, MO
3/14 Kingsville, MO
3/21 Merwin, MO
4/4 Grain Valley, MO
4/25 Kingsville, MO
5/16 Merwin, MO
Info: 816/331-6934

Missouri State Motocross Championship Series
7/10 Kingsville, MO
7/18 Grain Valley, MO
7/31 Billings, MO
8/15 Moberly, MO
9/6 Hawk Point, MO
9/19 Springfield, MO
10/10 Merwin, MO
10/24 Columbia, MO
Info: 417/887-3524

CMRRA 50cc/125cc C'ship Road Race Series
3/6-7 Rosamond, CA
4/4 Palomar, CA
5/2 Riverside, CA
6/5-6 Rosamond, CA
7/11 Palomar, CA
8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
3/20-21 Rosamond, CA, Rnd 3
4/10-11 Rosamond, CA, Rnd 4
5/15-16 Rosamond, CA, Rnd 5
6/19-20 Rosamond, CA, Rnd 6
7/17-18 Rosamond, CA, Rnd 7
8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

Galpin Ford Dual Sport Adventure Series
3/7 Aguanga, CA, Rnd 2
4/11 Gorman, CA, Rnd 3
6/5-6 Lake Isabella, CA, Rnd 4
7/4-9 Redding, CA, Rnd 5
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

Desert Challenge Bikes & ATV Series
3/27 Rocky Point, AZ
4/25 Lake Pleasant, AZ
5/30 Holbrook, AZ
7/4 Cinders, AZ
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

AMX North/South Shootout Series
2/28 Cottonwood, AZ, Rnd 6
Info: 520/743-7727

AMX E-Z UP Dealer Series
3/7 Eloy, AZ
3/14 Cottonwood, AZ
3/21 Wittman, AZ
3/28 Eloy, AZ
4/18 Cottonwood, AZ
4/25 Wittman, AZ
Info: 520/743-7727

Georgia Motocross Spring Series
2/28 Macon, GA
3/21 Washington, GA
4/18 Edgefield, SC
5/30 Monroe, GA
6/13 Woodbine, GA
Info: 912/475-5711

Trials Incorporated Championship Trials Series
3/27-28 Twinsburg, OH
5/2 Lancaster, OH
6/5-6 Dayton, OH
7/31-8/1 Carrollton, KY

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4-stroke National

Wednesday, Mar 24
Gate Open 2:00pm
NO RIDING
Gate Closes midnight

Thursday, Mar 25
Gate Open 6:00am
Sign-Up 7am-7pm
Practice 9am-5pm
Gate Closes midnight

Friday, Mar 26
Gate Open 6:00am
Hot Laps 7:30am
Race 8:00am
Gate Closes midnight

Saturday, Mar 27
Gate Open 6:00am
Hot Laps 7:30am
Race 8:00am
Gate Closes midnight

Sunday, Mar 28
Gate Open 6:00am
Pro Sign-up 7-8:30am
Hot Laps &
Pro Practice 7:30am
Race 8:00am

Nat'l Practice(Pros) 10am
Nat'l Practice(Pros) 11am
Nat'l Moto 1 12:00pm
Nat'l Moto 2 3:30pm

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$5,000 4-stroke Nat'l
Purse
Factory Contingencies
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$50. per amateur class
$60. per exp/pro class
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Thursday is the only official practice available to amateur riders.
PRACTICE STICKER IS REQUIRED!

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OVER the HILL GANG

Sat.,	Feb. 27	Competition Park Gang Only Race	San Jacinto, CA
Sun.,	Mar. 7	Perris Raceway Gang Only Race	Perris, CA
Sun.,	Mar. 14	CMXR/Carlsbad Raceway	Carlsbad, CA

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cma
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PJ1 PACIFIC COAST PRO AM CHAMPIONSHIPS

Sun.,	Feb 28		Hollister, CA	(Northern)
Sun.,	Feb 28		Hanford, CA	(Central)
Sun.,	Mar 7	Club Moto,	Livermore, CA	(Northern)
Sun.,	Mar 7		Tulare, CA	(Central)
Sun.,	Mar 14		La Grange, CA	(Northern)
Sun.,	Mar 14		Tulare, CA	(Central)

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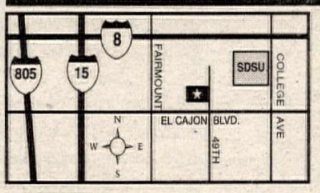

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1999 SERIES SCHEDULE

**	Feb. 28 Elizabeth City	Elizebeth City, NC	#•** April 11 Elizabeth City	Elizebeth City, NC
•**	March 7 Devil's Ridge	Sanford, NC	** April 25 Lake Sugar Tree	Axton, VA
#**	March 14 Birch Creek Motosports	Danville, VA	•** May 2 East Bend	East Bend, NC
**	March 21 Actiontown USA	Dillwyn, VA	#** May 9 Actiontown USA	Dillwyn, VA
•**	March 28 Rolling Hills Cycle Park	Reidsville, NC	#** May 16 Birch Creek Motosports	Danville, VA

(Series Awards presentation MAY 16, Birch Creek)
(** denotes District 13 pts, • denotes District 29 pts, # Yamaha Race, √ denotes Double Series Pts.)

What's happening? Cycle News Calendar.

MOTOCROSS RACING ASSOCIATION
Racing Every Friday, Saturday & Sunday
Open Riding Every Wednesday at Milan & some Sundays at Delta
Ironman GP Series - 1 hour races
www.racemra.com
Call 734-241-1600
for 1999 Racing Schedule

GNC International MX Final
March 18 - 21 1999
Mosier Valley USA - Arlington, TX
Call: 214-351-9900
www.gncmx.com
GNC MOTOCROSS

CMC Racing 949/367-1141
CMC Golden State Nationals
Feb 27&28
Final Showdown
Badlands Raceway
Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
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Dates & Information updated every week in CYCLE NEWS Calendar

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(909) 657-6782
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Weekly Open MX Practice Schedule
Wed. (10am - 4pm) Sat. (9am - 4pm) Sun. (9am - 4pm)
Info: (949) 367-9583

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

American Trials Association
3/7 Johnson Valley, CA
3/21 TBA
5/16 McCain Valley, CA
6/13-14 Big Bear, CA
Info: 714/562-7742

STTARS Super TT American Racing Series
Northwest
6/12-13 Bremerton, WA
7/17-18 Portland, OR
Southwest
2/28 Buttonwillow, CA
4/3-4 Rosamond, CA
6/5-6 Rosamond, CA
6/20 Buttonwillow, CA
10/3 Palomar, CA
12/3-5 TBA
12/12 Buttonwillow, CA
Info: 949/768-4626 or www.supertt.com

USCRA Vintage Series
2/25-26 Faulkville, GA
5/1-2 Loudon, NH
6/13 Belknap, NH
6/14 Loudon, NH
6/19-20 Loudon, NH
7/23-25 Shubenacadie, Nova Scotia, Canada
8/13-15 Loudon, NH
8/20-22 Mosport, Ontario, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series
2/27 St. George, UT
3/13 Delta, UT
4/10 Jericho, UT
5/8 Jericho, UT
5/22 Jericho, UT
6/19 Wells, NV
7/21 TBA
8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

CCS/Florida State Motorcycle Roadracing Championship
2/25-28 Daytona Beach, FL
3/20-21 West Palm Beach, FL
4/10-11 Bloomingdale, GA
4/24-25 West Palm Beach, FL
5/30-31 West Palm Beach, FL
6/26-27 Homestead, FL
7/24-25 West Palm Beach, FL
8/21-22 West Palm Beach, FL
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-American Motorcycle Roadracing Championship
4/10-11 S. Beloit, IL*
5/1 Elkhart Lake, WI**
5/2 Elkhart Lake, WI**
5/22-23 S. Beloit, IL
6/12-13 S. Beloit, IL
7/10-11 S. Beloit, IL
7/31-8/1 S. Beloit, IL
8/14-15 Topeka, KS**
8/28-29 Brainerd, MN**
9/25-26 S. Beloit, IL*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-Atlantic Motorcycle Roadracing Championship
2/25-28 Daytona Beach, FL
4/24-25 Summit Point, WV
5/8-9 Kershaw, SC
5/22-23 Summit Point, WV
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
7/10-11 Summit Point, WV
7/24-25 Bloomingdale, GA
8/14-15 Braselton, GA**
9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/New England Motorcycle Roadracing Championship
4/17-18 Loudon, NH
5/1-2 Loudon, NH
6/12-13 Loudon, NH
7/17-18 Loudon, NH
8/7-8 Loudon, NH
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or www.ccsracing.com

CCS/Southeastern U.S. Motorcycle Roadracing Championship
2/25-28 Daytona Beach, FL
4/10-11 Bloomingdale, GA
5/8-9 Kershaw, SC
5/29-30 Bloomingdale, GA
6/12-13 Kershaw, SC**
7/24-25 Bloomingdale, GA
8/14-15 Braselton, GA**
9/4-5 Bloomingdale, GA
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS/Southwestern U.S. Motorcycle Roadracing Championship
3/6-7 Chandler, AZ**
4/10-11 Buttonwillow, CA
5/15-16 Chandler, AZ**
6/5-6 Chandler, AZ
9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA**
12/4-5 Chandler, AZ*
*double points
**twin sprint weekend
Info: 828/684-4297 or www.ccsracing.com

CCS Race of Champions National Championship Finals
10/21-24 Daytona Beach, FL

North American Sport Bike Series
2/25-28 Daytona Beach, FL
5/1-2 Elkhart Lake, WI
5/22-23 Summit Point, WV
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

Sunshine State MX Championship Series
3/7 Orlando, FL
3/21 Reddick, FL
4/11 Ocala, FL
4/18 Dade City, FL
4/25 Ocala, FL
5/2 Ona, FL
5/9 Reddick, FL
5/23 Orlando, FL
5/30 Dade City, FL
6/6 Ona, FL
6/27 Ocala, FL
7/4 Orlando, FL
7/11 Reddick, FL
7/18 Dade City, FL
7/25 Ona, FL
8/15 Ocala, FL
8/22 Orlando, FL
8/29 Reddick, FL
9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

CMRA Endurance Road Racing Series
3/19-20 College Station, TX
4/2-4 Topeka, KS
4/24-25 College Station, TX
6/4-6 Hallett, OK
6/19-20 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Info: 281/342-9032

CMRA Road Racing Series
5/15-16 AB, Canada, Rnd 1
6/11-13 AB, Canada, Rnd 2
7/24-25 AB, Canada, Rnd 3
8/21-22 AB, Canada, Rnd 4
9/4-5 AB, Canada, Rnd 5
Info: 403/272-7223

MRAN Desert Series
3/13 Primm, NV
4/24 Hiko, NV
5/22 Alamo, NV
6/12-13 Caliente, NV
7/17 Ely, NV
8/14 Panaca, NV
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

Southern California Flat Track Championship Series
4/18 Temecula, CA
5/15 Temecula, CA
6/13 Temecula, CA
7/11 Costa Mesa, CA
7/24 Temecula, CA
8/21 Temecula, CA
9/18 Temecual, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

District 3 Eastern New York Sports Committee Dirt Track
5/8 Accord, NY
5/9 Harpursville, NY
5/15 Harpursville, NY
5/22 Harpursville, NY
5/23 Schenectady, NY
6/6 Schenectady, NY
6/12 Harpursville, NY
6/26 Accord, NY
7/17 Harpursville, NY
7/18 Schenectady, NY
7/24 Accord, NY
8/2 Schenectady, NY
8/7 Accord, NY
8/14 Harpursville, NY
8/22 Schenectady, NY
8/28 Accord, NY
9/4 Accord, NY
9/12 Schenectady, NY
9/18 Harpursville, NY
9/25 Harpursville, NY
9/26 Schenectady, NY
10/3 Harpursville, NY
10/10 Schenectady, NY
Info: 607/693-1031

Soil Hare Scrambles Series
3/21 Belleville, IL
5/2 Fosterburg, IL
6/6 Jonesboro, IL
9/12 Fosterburg, IL
9/19 Jonesboro, IL
10/3 Belleville, IL
10/31 White City, IL
Info: 618/235-4777

FEBRUARY

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

MARCH

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

*Denotes Pro Payback

Feb 26-28
CALIFORNIA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Arco Arena, Sacramento. Info: 817/246-7400 or www.arenacross.com.

CALIFORNIA ROAD RACE - Thunderhill Park, BMW, Willows. Info: 530/934-5588.

FLORIDA DRAG RACE - AMA, Prostar, 8th annual MRE Sunshine Nationals, Gainesville. Info: 256/852-1101.

* FLORIDA MOTOCROSS - first annual Southern Nationals, County Line Motocross Park, Panama City. Info: 850/265-1934.

FLORIDA ANTIQUE BIKE SHOW AND SWAP MEET - Florida Sunshine Chapter, Antique Motorcycle Club of America, Lake County Fairgrounds, Eustis. Info: 561/734-3045.

* IDAHO ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Idaho Center, Nampa. Info: 817/246-7400.

Feb 27-28
* CALIFORNIA MOTOCROSS - Golden State MX Nationals Showdown, Badlands Raceway, Victorville. Info: 949/367-1141.

* CALIFORNIA INDOOR SHORT TRACK - AMA, District 36, Taylor Racing, Orland Fairgrounds, Orland. Info: 530/476-3001.

FLORIDA MOTOCROSS - Unlimited Sports Inc., Amateur Spring Championship MX, Dunlop, Gainesville, Gatorback. Info: 904/935-6872.

NEVADA DUAL SPORT TOUR - AMA/Suzuki National Dual Sport Trail Tour, Benefit Ride for the Pediatric Brain Tumor Foundation, Laughlin. Info: 818/890-2209 or 818/897-8523.

Sat, Feb 27
CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Competition Park, San Jacinto. Info: 562/941-1515 or 909/277-1335.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 3, Women's Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com

* CANADA ARENACROSS - Future West-sanctioned, Future West Promotions, Abbotsford Agrifair Arena, Abbotsford, BC. Info: 604/794-3824.

* FLORIDA ICE SPEEDWAY - ICE/WSRA, National Car Rental Center, Miami. Info: 970/845-6073 or www.speedwaybikes.com/ice.

Sun, Feb 28

ALABAMA HARE SCRAMBLES - AMA, SERA Rockford Men's Club, Rockford. Info: 334/567-3352.

ALABAMA MOTOCROSS - first annual ATM MX Series, Ironman MX Park, Warrior. Info: 205/663-2512.

* ARKANSAS MOTOCROSS - Cedar Hill MX, Arkansas Winter Series, Magnolia. Info: 870/234-1303 or 870/342-5373.

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA SUPER TT - Super TT American Racing Series, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333 or www.supertt.com.

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Perris Raceway, Perris. Info: 909/657-7441.

CALIFORNIA HARE & HOUND - AMA, District 37, Checkers MC, Bessemer Mine Road, Lucerne Valley. Info: 909/359-7358.

CALIFORNIA GRAND PRIX - SRA, Carlsbad Raceway, San Marcos. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Hollister. Info: 559/673-8080.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Hanford. Info: 559/673-8080.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA MOTOCROSS - AMP/GFI Winter Series, Rnd 5, Oatfield Raceway, Turlock. Info: 209/656-9682.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - AMA, Rnd 1, District 9, Georgia Spring Series, Paradise Off-Road Park, Macon. Info: 912/475-5711 or 476-8758.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek Motocross Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MISSOURI MOTOCROSS - AMA, Midwest Motosport, Kahoka. Info: 660/727-3301.

* NEVADA HARE SCRAMBLES - MRANN, Mason Valley Dirt Squirts, Yerington. Info: 702/463-1939.

NEVADA HARE SCRAMBLES - District 36 Cross Country Series, Rnd 5, Fernley.

* NEVADA MOTOCROSS - Moto X West, Reno Over The Hill Gang, Rnd 2 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

NEVADA HARE SCRAMBLES - MRANN, Motorcycle Racing Association of Northern Nevada, Rnd 1, Mason Valley Dirt Squirts, Yerington. Info: 775/322-1499

* NEW YORK ICE RACE AND SNOWCROSS - Colden Lakes Ent., Colden Lakes Resort, Colden. Info: 716/941-5530.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Rnd 1, U.S. Eastern MX Spring Series, Elizabeth City Motorcycle Club, Elizabeth City. Info: 757/549-7012.

* NORTH CAROLINA MOTOCROSS - 16th annual Carolina Winter Series, AMC and Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park Inc., Newburg. Info: 717/249-6036.

SOUTH CAROLINA ENDURO - Sandlapper Enduro, Pelion. Info: 803/356-4556.

WASHINGTON MOTOCROSS - Outlaw Racing, Mabton Dunes, Mabton. Info: 509/575-1916.

Tues, Mar 2

FLORIDA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Kirton Ranch, Okeechobee. Info: 304/284-0084.

Wed, Mar 3

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/869-5388 or 407/381-4001.

Mar 3-7

FLORIDA MOTORCYCLE SHOW - Cycle World, Daytona International Motorcycle Show, Advanstar Expositions, Daytona International Speedway, Daytona Beach. Info: 800/331-5706 or www.mvgonline.com.

Mar 5-6

NEW MEXICO ARENACROSS - Checkered Flag Productions Winter Arenacross Series, Hobbs. Info: 940/683-4742.

Mar 5-7

CALIFORNIA ROAD RACE - Thunderhill Park, Porsche Club of American Golden Gate Region, Willows. Info: 530/934-5588.

* OHIO MOTOCROSS - Patriot Promotions, CRA, Summit County Fairgrounds, Akron. Info: 330/948-4613 or 330/948-4517.

OREGON ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Portland Memorial Coliseum, Portland. Info: 817/246-7400 or www.arenacross.com.

Mar 6-7

*CALIFORNIA GRAND PRIX - AMA, District 37, Prairie Dogs MC, Malcolm Smith Motorsports, Glen Helen Raceway Park, San Bernardino. Info: 714/256-1245.

* MISSISSIPPI ARENACROSS - Mid-South Arenacross Promotions, Lee County Agri-Center, Verona. Info: 601/842-3397.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or wwwvictory-sports.com.

Sat, Mar 6

* ALABAMA MOTOCROSS - North-South Shootout, Grays Ferry Motocross Track, Titus. Info: 334/567-5143.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

Sun, Mar 7

* ALABAMA ARENACROSS - Rodeo Country Fairgrounds, Dothan. Info: 334/702-6683.

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Canyon Off-Road Park, Peoria. Info: 602/971-3730.

* ARIZONA MOTOCROSS - AMX E-Z Up, Dealer Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

* CALIFORNIA MOTOCROSS - CMA, Club Moto, Livermore. Info: 209/673-8080 or 949/443-MOTO.

CALIFORNIA GRAND PRIX - CRC, Bandido Grand Prix, LACR, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC, Dave Coupe Promotions, Marysville E Street Sand Track, Marysville. Info: 530/673-5956 or dcoupe16@hotmail.com.

CALIFORNIA DUAL SPORT - Galpin Ford Dual Sport Series, Rnd 2, Palomar Adventure, Aguanga. Info: 818/701/1913.

CALIFORNIA HARE SCRAMBLES - District 36, Rnd 6, Old Crow Hare Scrambles, Livermore.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Perris Raceway, Perris. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Perris Raceway, Perris. Info: 562/941-1515.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Starwest Motocross Park, Moreno Valley. Info: 909/657-8845.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-AM Championship, Club Moto, Livermore. Info: 559/673-8080.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Tulare. Info: 559/673-8080.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Marysville E Street, Marysville. Info: 209/839-9332 or www.othg.com.

CALIFORNIA MOTORCYCLE SWAP MEET - The Shop, Ventura All-Brand Motorcycle Swap Meet, Ventura County Fairgrounds, Agricultural Building. Info: 805/650-6777 or http://www.cycleshop.com.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

GEORGIA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Paradise Park, Macon. Info: 304/284-0084.

* GEORGIA MOTOCROSS - AMA, District 9, 11th annual Georgia State Championship Series, Echeconnee MX, Macon. Info: 912/788-8227 or 788-0413.

IOWA MOTORCYCLE EXPO - J&P Promotions, 19th annual Motorcycle Parts Extravaganza, Hawkeye Downs Fairgrounds, Cedar Rapids. Info: 319/462-6011.

MEXICO MOTOCROSS GP - Too Much Fun Promotions, La Playa Motocross GP Series, Rosarito, BC, Mexico. Info: 011-52-661-2-25-25 or www.toomuchfun.com.mx.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

* MISSOURI MOTOCROSS - Midwest Spring Championship, Rnd 1, Grain Valley MX Park, Grain Valley. Info: 816/331-6934.

* NORTH CAROLINA MOTOCROSS - Devils Ridge, U.S. Eastern MX Spring Series, AMA, District 29, Sanford. Info: 919/776-1767.

* NORTH CAROLINA MOTOCROSS - 16th annual Carolina Winter Series, AMC and Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* OHIO MOTOCROSS - Vinton Motocross Park, McArthur. Info: 740/756-1267.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

Mar 12-13

OREGON ARENACROSS - Checkered Flag Productions Winter Arenacross Series, Prineville. Info: 940/683-4742.

Mar 12-14

CALIFORNIA ROAD RACE - Thunderhill Park, Tillack, Willows. Info: 530/934-5588.

MISSOURI MOTORCYCLE SHOW - Cycle World, International Motorcycle Shows, America's Center, St. Louis. Info: 800/331-5706 or www.mvgonline.com.

* TENNESSEE ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Mid-South Coliseum, Memphis. Info: 817/246-7400.

Fri, Mar 12

CALIFORNIA INDOOR MOTORCYCLE SWAP MEET - Inter-Shows Motorsport Promotions Inc., Orange County Fairgrounds, Costa Mesa. Info: 949/582-2371.

AMA District 34 says

over 1200 Motocross Members - 5 Tracks and Growing!

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THANK YOU!

Contingencies

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Our apologies if we missed someone

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VINTAGE / EVOLUTION MX

Sun.	Mar. 14TH	Glen Helen	San Bernardino, CA
Sat.	Apr. 24TH	Carlsbad	Carlsbad, CA
Sat.	May 8TH	Gorman	Gorman, CA
Sun.	July 18TH	Carlsbad	Carlsbad, CA

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SVRG SERIES - (760) 744-8052

GFI RACING (909) 653-4042
A Rider for the Riders
Southern Region

Sun., Mar. 7	GFI Spring Series Round 1		Elsinore
Sun., Mar. 21	GFI Spring Series Round 2		Glen Helen
Sun., Mar. 28	GFI Winter Series North South Showdown		Oatfield
	YAMAHA CONTINGENCY		
Sun., Apr. 18	GFI Spring Series Round 3		Starwest

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Thurs.,	Feb. 25	MX Practice	8am till Dusk
Sat.,	Feb. 27	MX Practice & REM MX	8am till 1pm
Sun.,	Feb. 28	MX Decal Practice	8am till 4pm
Thurs.,	Mar. 4	MX Practice	8am till Dusk

7th Annual Malcolm Smith Prairie Dog Grand Prix • March 6-7, 1999

GFI RACING (209) 656-9682
Northern Region

Sun. Feb. 28	GFI Winter Series Round 5	Oatfield Raceway	Turlock, CA
Sun. Mar. 14	Warm Up	Hollister Hills GP Track	Hollister, CA
Sun. Mar. 21	GFI Spring Series Round 1	Oatfield Raceway	Turlock, CA

Saturday Practice prior to all events from 8am til 2pm

You're Invited to the Twelfth Annual

1999 Daytona Antique & Classic

Motorcycle Auction

and Vintage Bike Meet©

March 3rd through 6th

Auction at 2:00 pm, Saturday, March 6th

Held During Bike Week on the campus of Stetson University in Historic DeLand, Florida

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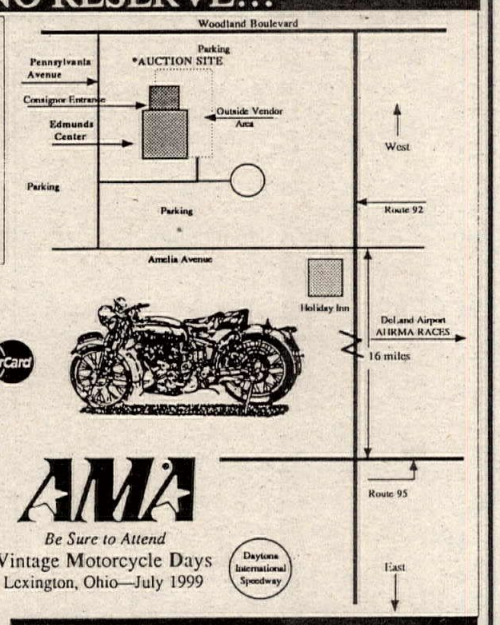

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RACING ON THE TUBE

FEBRUARY BROADCASTS

DATE	TIME	EVENT	NETWORK
2/23/99	12:00 AM	AMA Arenacross - Hampton	Speed
2/23/99	2:00 AM	FIM World Supercross - Genoa	Speed
2/23/99	12:00 PM	AMA Superbike - Road Atlanta (5/30/98)	Speed
2/23/99	1:00 PM	Back to School - Freddie Spencer's Cycle School	Speed
2/23/99	2:00 PM	AMA Arenacross - Fort Worth	Speed
2/23/99	2:00 PM	AMA Supercross - Tampa (R)	ESPN2
2/23/99	7:00 PM	American Thunder - Del Mar	Speed
2/23/99	7:30 PM	Bike Week - Larry Maiers, host	Speed
2/23/99	8:00 PM	AMA Arenacross - Hampton	Speed
2/23/99	10:00 PM	FIM World Supercross - Genoa	Speed
2/23/99	11:00 PM	American Thunder - Del Mar	Speed
2/23/99	11:30 PM	Bike Week - Larry Maiers, host	Speed
2/24/99	3:00 AM	Legends of Motorsport - Silverstone Dream - 1979	Speed
2/24/99	7:00 AM	Bike Week - Larry Maiers, host	Speed
2/24/99	7:30 AM	American Thunder - Del Mar	Speed
2/24/99	5:00 PM	Bike Week - Larry Maiers, host	Speed
2/24/99	5:30 PM	American Thunder - Del Mar	Speed
2/24/99	6:30 PM	Legends of Motorsport - Silverstone Dream - 1979	Speed
2/25/99	3:00 AM	Legends of Motorsport - Austrian Enduro - 1981	Speed
2/25/99	6:30 PM	Legends of Motorsport - Austrian Enduro - 1981	Speed
2/25/99	6:30 PM	MotoWorld	ESPN2
2/26/99	2:30 AM	MotoWorld	ESPN2
2/26/99	7:00 AM	Bike Week - Larry Maiers, host	Speed
2/26/99	7:30 AM	Bike Week - Larry Maiers, host	Speed
2/27/99	1:30 AM	American Thunder - Del Mar	Speed
2/27/99	7:00 AM	American Thunder - Del Mar	Speed
2/27/99	7:30 PM	American Thunder - Del Mar	Speed
2/28/99	5:00 PM	AMA Arenacross - Hampton	Speed
2/28/99	12:00 PM	AMA Supercross - Atlanta	ESPN2
2/28/99	10:00 PM	AMA Supercross - Atlanta (R)	ESPN2

All times shown are Eastern. ESPN2, Fox Sports Net and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

TULARE CYCLE PARK
Tulare, CA Event Calendar

Sat.,	Feb.27	AHRMA Vintage Scrambles
Sun.,	Feb.28	AHRMA Vintage MX Series
Sat.,	Mar. 6	Open MX Practice
Sun.,	Mar. 7	PJ1 MX Series Rnd.2
Sat.,	Mar.13	Open MX Practice

All minors must be accompanied by a parent or a notarized legal guardian.

INFO (209) 685-0503

CRC 1999 California Race Schedule

100% PRO PAYBACK

Sunday	Feb. 28	CRC Motocross	LACR
Sunday	Mar. 7	Bandido Gran Prix	LACR
Saturday	Mar 13	Old Timers Nat'ls (JB Track)	LACR
Sunday	Mar 14	Old Timers Nat'ls (Saddle Glen Track)	LACR
Sunday	Mar. 14	CRC Motocross (JB Track)	LACR
Sunday	Mar. 21	CRC Motocross	LACR

Sat. Practice Jan. 9 to May. 22 • 9am to 2pm

CRC Info (805) 272-8889
www.netport.com/lacr-crc

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Mar 13-14

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Countdown, Death Valley, Ridgecrest. Info: 8181348-8381.

MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* SOUTH CAROLINA MOTOCROSS - Victory Sports, AMA, Carolina Ultra Series, Rnd 1, Camp Coker Motorsports Park, Society Hill. Info: 423/323-5497 or wwwvictory-sports.com.

* SOUTH CAROLINA MOTOCROSS - Pro-Am Series, AMA, United States Mega Series, Camp Coker Motorsports Park, Society Hills. Info: 423/323-5497 or wwwvictory-sports.com.

Sat, Mar 13

ARIZONA DRAG RACING - AMA, Prostar West Drag Racing Series, Rnd 1, Tucson. Info: 256/852-1101.

CALIFORNIA MOTOCROSS - CRC, Old-Timers Nationals, JB Track, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - REM, Saturday motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA ENDURO - AMA, District 36, Timekeepers MC Family Enduro, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

* CALIFORNIA MOTOCROSS - CMC/Marysville Motocross, night race, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

* NEVADA MOTOCROSS - Las Vegas Motocross Park, Las Vegas Motor Speedway, Las Vegas. Info: 702/565-7876.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or ww.trail-wayspeedway.com.

Mar 14-28

* WEST VIRGINIA HARE SCRAMBLES - Jacks Run Motorsports, Ripley. Info: 304/372-2269.

Sun, Mar 14

* ALABAMA MOTOCROSS - North-South Shootout, AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495 or kmotox@airnet.net.

CALIFORNIA MOTOCROSS - CRC, Old-Timers Nationals, Saddle Glen Track and JB Track, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA ENDURO - AMA, District 36, Timekeepers MC, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timekeepersmc.com.

* CALIFORNIA POKER RUN - AMA, District 36, Timekeepers MC, Clear Creek Recreation Area, Coalinga. Info: 408/739-5762 or www.timkeepersmc.com.

CALIFORNIA MOTOCROSS - Vintage Evolution MX, SVRG, Glen Helen, San Bernardino. Info: 760/744-8052.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 4, Special Guests OTHG, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - Over The Hill Gang, CMXR, Carlsbad Raceway, Carlsbad. Info: 562/941-1515.

CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, La Grange. Info: 559/673-8080.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Tulare. Info: 559/673-8080.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA HARE AND HOUND - AMA, Dirt Diggers MC, District 37, Red Mountain. Info: 805/836-3935.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - Georgia Championship Series, AMA, Dixie MC Sport Inc., Hillbilly Hills MX, Roberta. Info: 912/788-0413.

IDAHO MOTOCROSS - Owyhee MC Club, Boise. Info: 208/384-5512.

* KENTUCKY HARE SCRAMBLES - Mid-South Hare Scrambles Series, Cadiz. Info: 615/859-0873 or msws.org.

* KENTUCKY MOTOCROSS - Daniel Boone MX, series opener, London. Info: 606/877-1364.

MARYLAND HARE SCRAMBLES - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motosports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSOURI MOTOCROSS - AMA, Midwest Spring Series, Kahoka. Info: 660/727-3301.

NEVADA HARE SCRAMBLES - AMA, District 36, Rnd 7, Reno Fernley Raceway, Fernley. Info: 775/575-7217.

* NEVADA MOTOCROSS - Moto X West, Reno Over The Hill Gang, Rnd 3 of Spring Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@phonewave.net.

* NORTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scramble State Line MC Club, Grover. Info: 704/937-9177 or 704/484-9000.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA MOTORCYCLE EXPO - J&P Promotions, 11th annual Indoor Bike Show and Motorcycle Parts Extravaganza, Farm Show Complex, Harrisburg. Info: 319/462-6011.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, AMA, Pine Grove. Info: 570/345-6340 or 570/345-8734.

* PENNSYLVANIA MOTOCROSS - Doublin Gap Motocross Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

TENNESSEE MOTOCROSS - first annual ATM MX Series, Five Oaks-MX, Sale Creek. Info: 423/332-9092.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motorsports, Rnd 3, U.S. Eastern Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle Motorcycle Club, season opener, Connell. Info: 206/433-8706 or www.geocities.com/motorcity/downs/2416.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV, Richland. Info: 509/837-3595 or squisher417.

Mar 18-21

* TEXAS MOTOCROSS - 23rd annual GNC International MX Finals, Mosier Valley USA, Dallas/Fort Worth. Info: 214/351-9900 or www.gncmx.com.

Mar 19-20

* NEW MEXICO ARENACROSS - Motorsports Entertainment Group, Tingley Coliseum, Albuquerque. Info: 602/833-1886.

OKLAHOMA INDOOR ARENACLASH - Mid-South Racing Productions and Budweiser, night racing, Creek County Fairground, Sapulpa. Info: 918/425-7327.

Sat, Mar 20

ARIZONA MOTOCROSS - Whiplash Motorsports, Globe. Info: 602/971-3730.

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light Spring Classic, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 5, Mini Day, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

GEORGIA SUPERCROSS - High Falls SX, High Falls. Info: 770/358-6111.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

SOUTH CAROLINA CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, Big Buck, Cross Keys. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - AMA, NE Area Qualifier, Spring Series Warmup, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

Mar 19-21

KANSAS ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, Kansas Coliseum, Wichita. Info: 817/246-7400.

* TENNESSEE ULTRACROSS - PACE Motor Sports, PJ1 Ultracross Series, UTC Arena, Chattanooga. Info: 817/246-7400.

Mar 20-21

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs Int'l Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, San Jose Arena, San Jose. Info: 817/246-7400 or www.arenacross.com.

CALIFORNIA MOTOCROSS - International Old-Timers Motocross, Central Valley Old-Timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

CALIFORNIA MOTOCROSS - Riverside Old-Timers International Event, Tulare Cycle Park, Tulare. Info: 714/996-8327.

CALIFORNIA ROAD RACE - Thunderhill Park, SCCA National, Willows. Info: 530/934-5588.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* TENNESSEE MOTOCROSS - Pro-Am Series, Victory Sports, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or wwwvictory-sports.com.

* VIRGINIA MOTOCROSS - AMA, District 13, area qualifier, Rnd 4, U.S. Eastern Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

Sun, Mar 21

ALABAMA MOTOCROSS - first annual ATM MX Series, Chandler Mountain MX Park, Steele. Info: 205/681-8317.

* ALASKA ICE RACE - Aurora Ice Racing Inc., Klondike Inn, Big Lake. Info: 907/333-1760 or 892-8803.

ARIZONA MOTOCROSS - Whiplash Motorsports, Globe. Info: 602/971-3730.

CALIFORNIA DUAL SPORT - Pediatric Brain Tumor Foundation, Ride For Kids, San Bernardino. Info: 828/665-6891.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - Ghostriders MC, AMA, District 36, third annual Phantom Scrambles, Hollister Hills, SVRA, Hollister. Info: 408/265-2122 or http://www.ama-d36.org/.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, North-South Showdown, Glen Helen Raceway, San Bernardino, Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Hungry Valley MX, Gorman. Info: 805/294-0020.

CALIFORNIA ENDURO - AMA, District 37, Prospectors MC, Searles Station, Red Mountain, Ridgecrest. Info: 310/322-3612.

CALIFORNIA MOTOCROSS - AMP/GFI Spring Series, Rnd 1, Oatfield Raceway, Turlock. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Club Moto, Livermore. Info: 559/673-8080.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Madera. Info: 559/673-8080.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

* ILLINOIS HARE SCRAMBLES - AMA, Soil Hare Scrambles Series, Belleville Enduro Team Clubgrounds, Belleville. Info: 618/235-4777.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Motorcycle Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND HARE SCRAMBLES - AMA, District 7, Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 797-1607 or http://members.aol/antietammc/index.html.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

* MISSOURI MOTOCROSS - AMA, Midwest Spring Championship Series, Midwest Xtreme Park, Merwin. Info: 660/267-3400.

NEVADA HARE SCRAMBLES - WSRA, European Scrambles, MRANN, Rnd 2, Stead. Info: 775/322-1499.

* NEW JERSEY MOTOCROSS - Jay Irwin/Ken Landerman Raceway Park, 24th annual Yamaha-sponsored Raceway Park Championship season opener, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, Blendzall Day, Malvern. Info: 330/262-4945.

* OHIO HARE SCRAMBLES - AMA, Honda Hills, Thornville. Info: 740/323-3766.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA MOTOCROSS - AMA, District 6, Pagoda Motorcycle Club, Birdsboro. Info: 610/582-3717.

* PENNSYLVANIA HARE SCRAMBLES - Flying Dutchmen MC, AMA, Pine Grove. Info: 570/345-6340 or 570/345-8734.

SOUTH CAROLINA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Big Buck, Cross Keys. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - AMA, District 13, Rnd 4, U.S. Eastern MX Spring Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

WASHINGTON MOTOCROSS - AMA, District 27, Evergreen State Championship Series, RB Racing, Connell. Info: 509/349-7181.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV, Richland. Info: 509/837-3595 or squisher417.

Mar 26-28

* CONNECTICUT ARENACROSS - Motorsports Entertainment Group, Memorial Coliseum, New Haven. Info: 602/833-1886.

UTAH ARENACROSS - AMA PJ1 National Arenacross Series, PACE Motor Sports, Delta Center, Salt Lake City. Info: 817/246-7400 or www.arenacross.com.

Fri, Mar 26

* UTAH ARENACROSS - AMA, PACE Motor Sports PJ1 National Arenacross Series, Delta Center, Salt Lake City. Info: 630/566-6100 or www.arenacross.com.

Mar 27-28

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Countdown, Death Valley, Ridgecrest. Info: 818/348-8381.

CALIFORNIA ROAD RACE - Thunderhill Park, MIATA, Willows. Info: 530/934-5588.

GEORGIA DRAG RACE - AMA, Prostar, 8th annual Superdrags, Atlanta. Info: 256/852-1101.

IDAHO MOTOCROSS - Owyhee MC Club, Boise. Info: 208/384-5512.

* KENTUCKY MOTOCROSS - Daniel Boone MX, Stock Day and Modified Day, London. Info: 606/877-1364 or www.mxaction.com.

MISSOURI MOTOCROSS - AMA, Loretta Lynn's area qualifier, Midwest Motosport, Kahoka. Info: 660/727-3301.

Sat, Mar 27

CALIFORNIA MOTOCROSS - REM, Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CMXR Winter MX Series, Rnd 6, Winter Series Finals, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA MOTOCROSS - Riverside Old-Timers/REM, Glen Helen, San Bernardino. Info: 714/996-8327.

* IOWA INDOOR SHORT TRACK - Shaver Motorsports, McElroy Auditorium, Waterloo. Info: 319/234-4375.

* NEW JERSEY MOTOCROSS - Jay Irwin/Ken Landerman Raceway Park, normal Semi-Pro race day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

OHIO MOTOCROSS - Dirt Country Raceway, AMA, District 11, Blanchester. Info: 513/625-7350 or 513/625-9987.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

* PENNSYLVANIA MOTOCROSS - Doublin Gap Motocross Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

Sun, Mar 28

* ARIZONA MOTOCROSS - AMX E-Z Up Dealer Series, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

CALIFORNIA CYCLE SWAP MEET & SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA GRAND PRIX - SRA GP, Perris Raceway, Perris. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, LACR, Palmdale. Info: 805/272-8889.

CALIFORNIA HARE SCRAMBLES - District 36, Rnd 9, Diamondback Hare Scrambles, Doyle.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Gang-only race, Hungry Valley, Hungry Valley. Info: 562/941-1515.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series, North-South Showdown, Oatfield, Turlock. Info: 909/653-4042 or 209/656-9682.

* CALIFORNIA MOTOCROSS - California Gold Cup Motocross Series, Barona Oaks, Ramona. Info: 760/752-8252.

CALIFORNIA MOTOCROSS - CMA/PJ1 Pacific Coast Pro-Am Championship, Hollister. Info: 559/673-8080.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Oatfield MX, Turlock. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

DELAWARE MOTOCROSS - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA MOTOCROSS - Wings & Wheels, AMA Georgia Championship MX Series, Bremen Race Park, Bremen. Info: 770/941-8464 or dirtman23@aol.com.

* ILLINOIS MOTOCROSS - The Edge Racing, Pro-Am, Nashville. Info: 618/327-9879 or theedge444@aol.com.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MISSISSIPPI MOTOCROSS - First annual ATM MX Series, Motocross 886 Home of Mongo, Tupelo. Info: 601/489-8316.

* MISSOURI MOTOCROSS - AMA, Midwest Spring Series, Kahoka. Info: 660/727-3301.

* NEVADA MOTOCROSS - Moto X West, Nevada Motocross Development, Rnd 4 of Spring Series, Stead Race Track, Reno. Info: 702/423-8226 or jaja@phonewave.net.

* NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Rnd 5, U.S. Eastern Motocross Spring Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-9027.

*NORTH CAROLINA MOTOCROSS - Side By Side Racing, U.S. Eastern MX Spring Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-3737 or 336/342-9027.

* OHIO MOTOCROSS - CRA, Malvern Motocross Park, FMF Day Spring Series, Malvern. Info: 330/262-4945.

OHIO SWAP MEET - ABATE of Ohio, Region Zero, Portage County, Chrysler UAW Local 122, Twinsburg. Info: 330/425-7830.

* OHIO MOTOCROSS - AMA, Honda Hills, Thornville. Info: 740/323-3766.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or ww.trail-wayspeedway.com.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

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Location of event: _____

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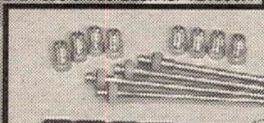

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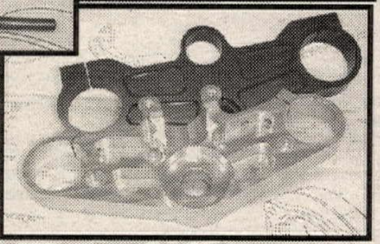

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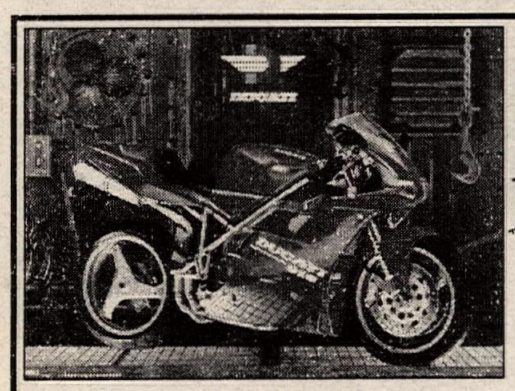

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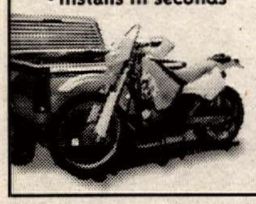

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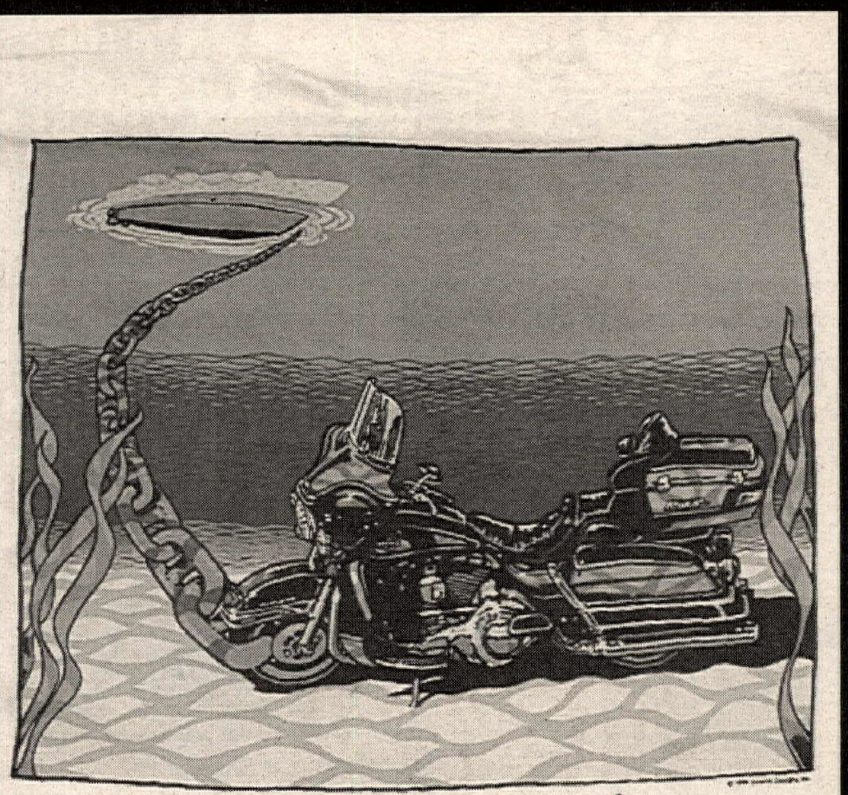
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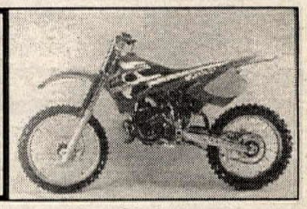

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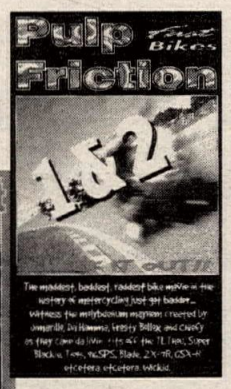

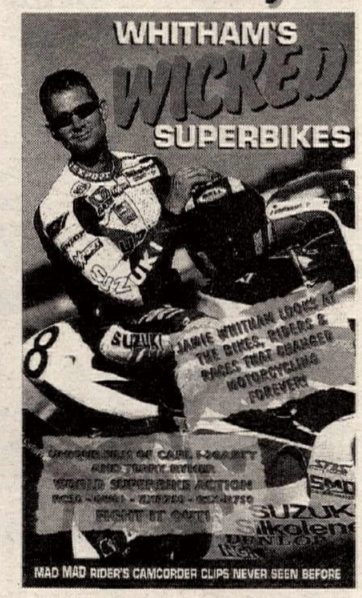

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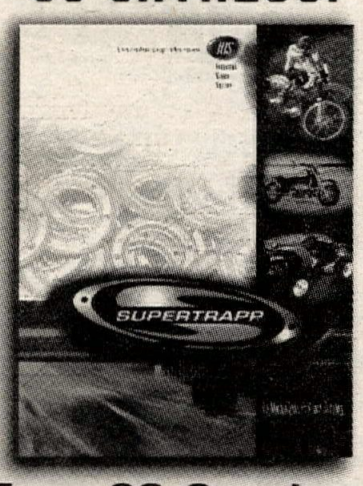

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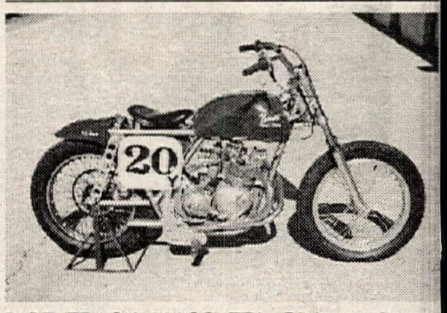

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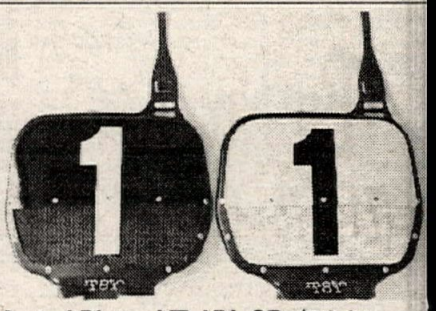

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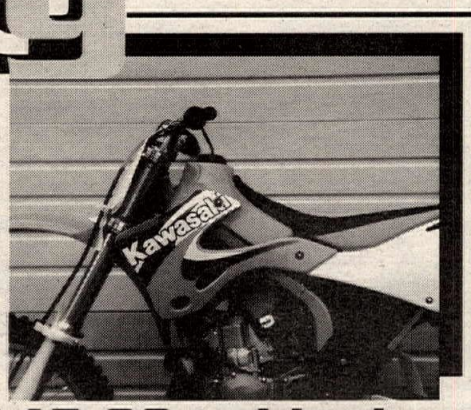

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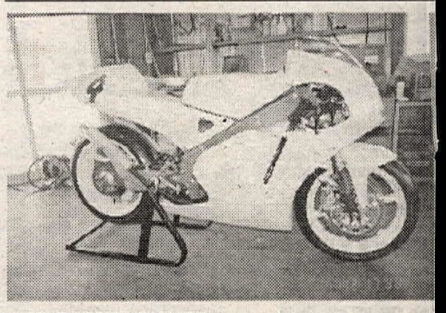

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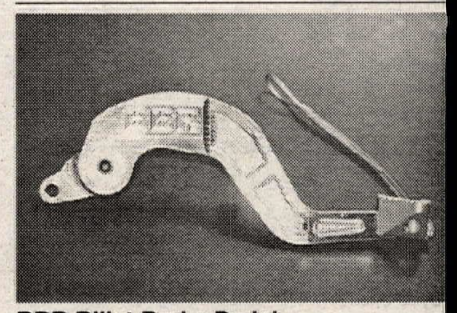

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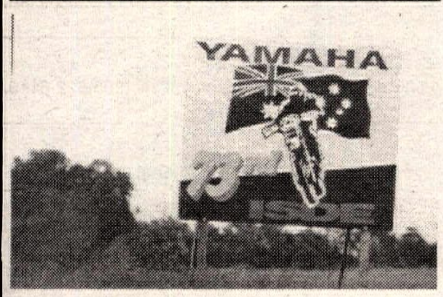

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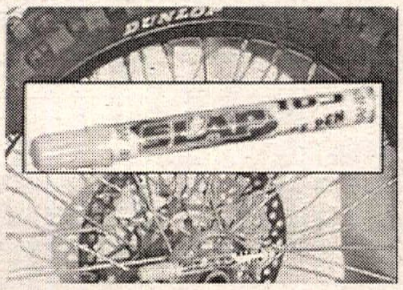

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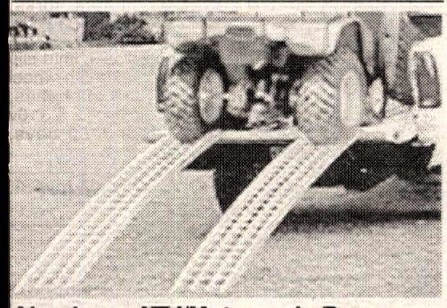

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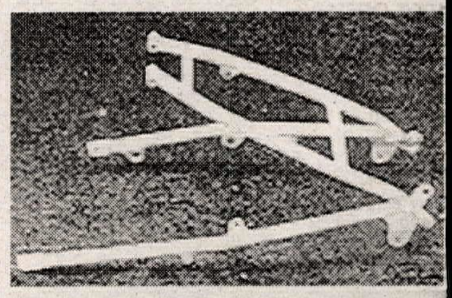

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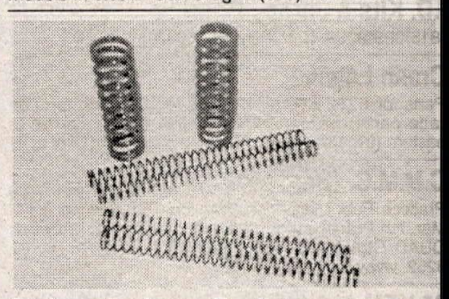

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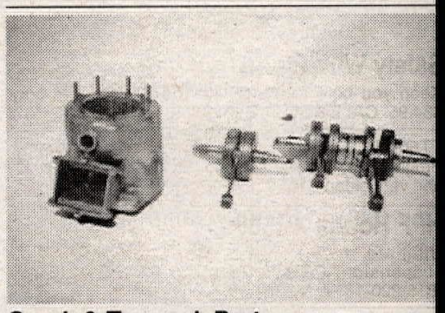

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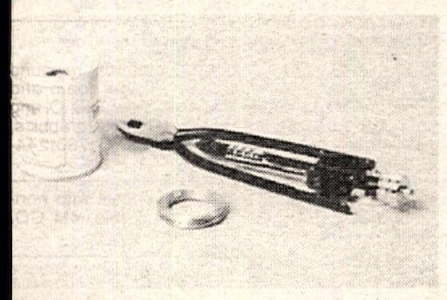

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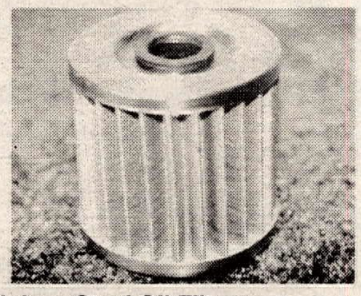

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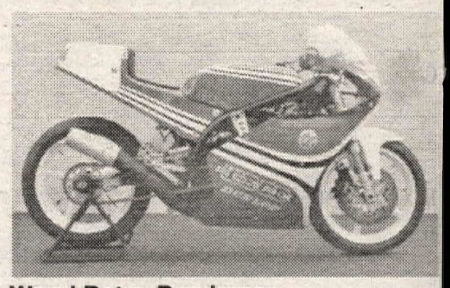

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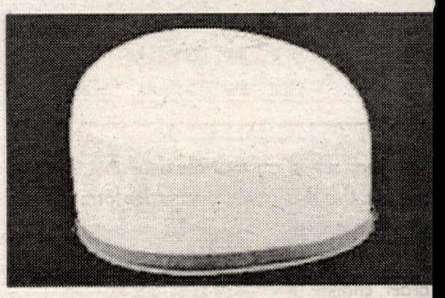

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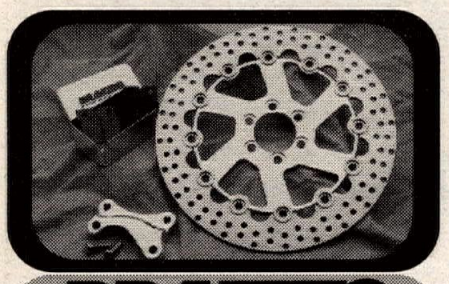

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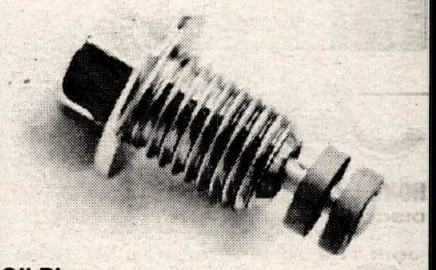

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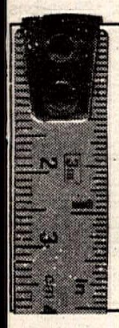

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BY MICHAEL SCOTT

When the weight-differential rule was introduced in the early part of this decade, some thought it the death knell of the V-four 500cc-class dinosaurs. Not before time, either, for those riders condemned to midfield placings on whatever hand-me-down factory kit they could find, ranging from costly lease-team Hondas to low-grade Harris or ROC Yamahas.

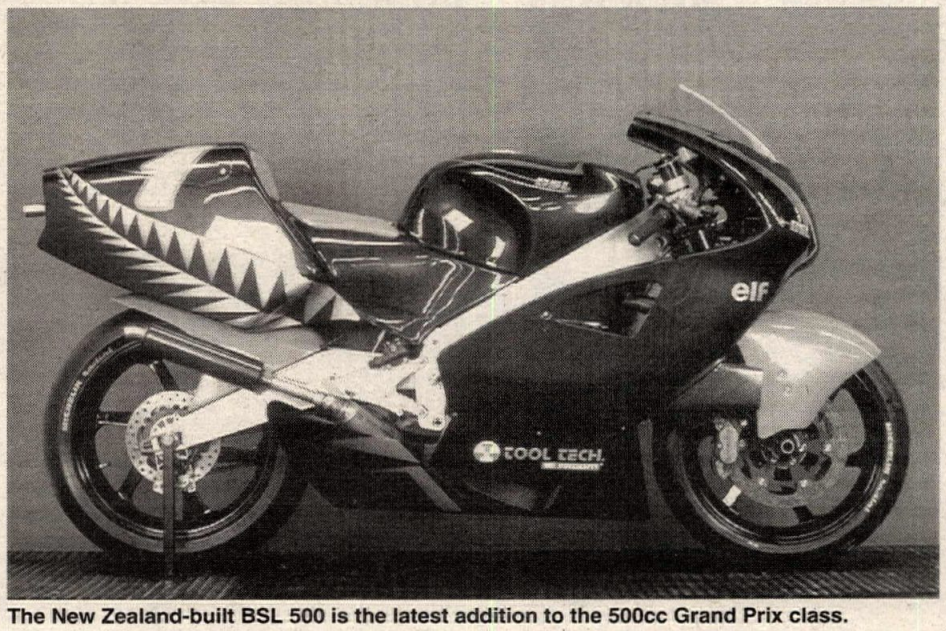
Already too difficult to ride for all but a handful of specialists; already too powerful for their tires, requiring such wide rears that their steering geometry was ruined by the smallest angle of lean; and already the victims of their own stagnating technology, barely changed except in detail for many years, it seemed logical that the V-four's days were numbered.

The time was ripe for a more intelligent and efficient approach, and the differential weight formula - 130 kg (286 pounds) for fours, 115 kg (253 pounds) for triples and 100 kg (220 pounds) for twins - offered a path - followed eagerly, first by Aprilia then HRC, and soon after that by Modenas. The first pair had two cylinders each, the Modenas three - but the philosophy was the same. And all shared an ultimate goal of being available to privateers. Only the Honda actually achieved that, but that's beside the point.

And now there is another candidate - the computer-designed BSL, following a promising debut at preseason IRTA tests. Another V-three, it is similar to the Modenas, though with important detail differences.

This means two things. Firstly, that the creed is still valid. In spite of some false starts, there are still racing engineers who believe that a lighter, simpler craft will ultimately beat the battleship V-fours. And secondly, that if it weren't for optimism, there wouldn't be any hope at all.

The Honda has been the most successful of the non-fours so far - as one might expect, considering the budget HRC continues to throw in its direction. Team technicians last year almost lost count of the number of new chassis before HRC rider Sete Gibernau was able to begin to reproduce the sort of results achieved by his predecessors - both Tadayuki Okada and Takuma Aoki put the factory twin on the rostrum, although never higher than third. Private Hondas came on stream in 1997, but the production V-twins, often running on a shoestring, fell far short of this, with the exception of Alex Barros' factory-supported machine, which was third at Donington Park.



The New Zealand-built BSL 500 is the latest addition to the 500cc Grand Prix class.

This was the circuit where Aprilia engineer Jan Witteveen first nurtured the idea of a "super 250," after his own 250s had come within tenths of the top times set by the 500s (Honda's arithmetic had been done at Suzuka, where certain section times showed their 250s to be faster than the 500s through medium- to high-speed corners).

Yet even at Donington, Aprilia was unable to translate the paper advantage into superior performance. Their bike, which was launched undersized (less than 400cc) in 1994 and has grown bit by bit ever since, has always been both interesting and promising, but congenitally unable to overcome the V-four's principal advantage: surging acceleration off the start line, laying waste to the Aprilia's not infrequent front-row starts; and surging ditto out of the corners, so that even when the lithe little twin did catch up, it was a tall order to get past.

The Aprilia did not lack power. The bigger pistons ensured good torque and throttle response. The acceleration difficulty, as with the V-fours, lay in using the power. With big torque and light weight, the Aprilia was alarmingly prone to wheeleying, and Doriano Romboni (the best rider so far on the Aprilia) and his predecessor Loris Reggiani had to back off the throttle as the front wheel pawed the air. The swingarm grew ever longer to try to tame this tendency, each extra centimeter taking away from the bike's agility.

Romboni's best-ever was third at Assen, slicing through in a restarted race interrupted by rain in 1997. But by the end of that year, Aprilia withdrew, plans for production versions in tatters. Instead, a year's sabbatical in the race shop has produced a (reportedly) further improved bike for the best rider yet: the redoubtable Tetsuya Harada, refugee from the 250cc class, former World Champion, and already setting impressive times just behind the best of the V-fours at early IRTA tests. Witteveen still believes in the V-twin concept, and perhaps Harada can prove him right.

Does anybody still believe in the Modenas? Well, of course they do. The reason for the number of mechanics and engineers jumping ship from Team Roberts has more to do with commercial than technical difficulties.

The Modenas had many problems in its first two years, and losing Marlboro's backing was among the most significant. It signaled a staggeringly sudden loss of faith in Kenny Roberts himself, whose former gurulike status took a terrible knock last year - rather unfairly, since the Modenas only performed poorly by comparison to a long-established and well-developed crop of state-of-the-art factory racers. In fact, its first year was far from shabby, especially considering the teething troubles of the rather too adventurous Mk1 design.

Most of these, including frothing fuel and coolant and sundry parts breakages, were blamed on near-terminal engine vibration, which in turn were blamed on broken promises from outside suppliers, especially car-racing specialists TWR (Tom Walkinshaw Racing). Roberts shopped elsewhere for components for motor Mk2, sourcing technology and parts from Japan and elsewhere, and when the generally more conventional (and balance-shafted) motor finally appeared for the last five races of 1998, it was a belated boost to the chances of success.

The hapless privateers still await their viable alternative, while a handful soldier on with Honda V-twins this year - though there is a ray of hope. The Japanese firm Technical Sports Racing, now England-based, is developing their own TSR chassis, and considering their success with privateer Hondas in the 250cc class, their two-man team will bear some watching.

And as for BSL, their iteration certainly shows faith in the general rightness of the Modenas V-three design. BSL, however, built the machine themselves, with crankcases and chassis parts machined from solid billets of aluminum. It would be naive not to expect teething troubles, but there is certainly plenty of promise.

The V-fours have meanwhile fought back, with the horsepower ever more manageable, and continuing chassis improvements. Stagnation has allowed a high degree of refinement, and though logic dictates they cannot hold out forever, deposing them is not going to be quick, or easy. CN

Looking Back

30 YEARS AGO... MARCH 11, 1969

Our cover shot showed contestants in the Cal Poly Penguins MC-hosted **High Mountain Enduro** as they meandered through the Los Padres National Forest in Southern California. District 37 number-one heavyweight class rider **Steve Hurd** rode a 90cc Kawasaki to the overall win... The **Kern County Trailblazers** hosted the first motocross to take place in California's San Joaquin Valley. The event took place at Poso Park and, thanks to the recent heavy rains that had permeated the area, it was a real mudfest. Husqvarna was apparently the marque to have in the Open classes, as **Larry Conrad** (Hus) won the Open Senior division and **Terry Davis** (Hus) won the Open Junior division... **Don Lawrence** (Bul) proved that he had recovered completely from his broken leg, as he dominated the Expert class during the SDTR trial at the Elfin Forest Campground near Lake San Marcos in Southern California... Both **BSA** and **Triumph** were aggressively marketing their new triples, as was evidenced by their ads.

20 YEARS AGO... MARCH 7, 1979

Grands Prix were the happening thing in this issue, as two of Southern California's larger off-road races took place. **Bob Balentine** (KTM) took the lead on the second lap of the **Soboba Grand Prix**, held on the Soboba Indian Reservation, and never looked back. Balentine crossed the finish line with a comfortable lead. **Bill Tarling** contributed to a good day in the dez for the KTM marque, as he crossed the line for the win in the 250cc Expert class aboard one of the Austrian machines... A week later, they were all in Corona, California, for the **Un-Leap Year Grand Prix**, and motocrosser **Rex Staten** (Yam) mixed it up with **Steve Bauer** (Suz) for the overall win. In the end, Staten prevailed... **Team Yoshimura** was looking good at the AFM road racing opener in Ontario, California. Team riders **Wes Cooley** (Suz) and **David Emde** (Suz) won the Open Super Street and Open GP classes, respectively.

10 YEARS AGO... MARCH 1, 1989

The 1989 **Cagiva** WMX125 Davy Strijbos and WMX250 Pekka Vehkonen replicas were announced, with photos of the sharp-looking Italian motocross machines appearing in our "In the Wind" section... On the supercross front, it appeared as if there was nobody capable of stopping **Rick Johnson** (Hon). At Joe Robbie Stadium in Miami, the Team Honda superstar recorded his fifth straight win of the season and broke Bob Hannah's record of 27 career supercross wins. In the 125cc class, **Damon Bradshaw** (Yam) passed and then held off a determined **Ty Davis** (Suz) for the win... We delivered a riding impression of the 1989 Suzuki GS500EK, touting it as "a motorcycle that can be all things to all people, and at a bargain price ($2295)"... **Larry Roeseler** (Kaw) bulled his way to victory in the Moose Run National Enduro at Red Mountain, California... We also featured an interview with 500cc Grand Prix star **Wayne Rainey**, who told us that he was dedicated to winning the championship in 1989. CN

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